APR 16

2016 ANNUAL AUTO ISSUE

BEST & WORST NEW CARS

SAFER CARS FOR EVERYONE → NEW TECHNOLOGY THAT SAVES LIVES

Consumer Reports®

EXCLUSIVE
10 TOP PICKS OF THE YEAR

THE POWER OF PRIUS
A great green car just got better

BEST BUYS UNDER $25,000

USED CAR GEMS FOR $10,000

10 WAYS TO AVOID A CRASH

APRIL 2016
CONSUMERREPORTS.ORG

Car Buying Should Be Hassle-Free

Get in and out of the dealership in half the time

- Consumer Reports Ratings
- Negotiation-free savings
- Nationwide dealer network
- Incentives included

Maximize your savings at ConsumerReports.org/carbuying

*Between 7/1/15 and 9/30/15, the average estimated savings off MSRP presented by TrueCar Certified Dealers to users of the Build & Buy Car Buying Service, based on users who configured virtual vehicles and who TrueCar identified as purchasing a new vehicle of the same make and model listed on the certificate from Certified Dealers as of 10/31/2015, was $2,954, including applicable vehicle specific manufacturer incentives. Your actual savings may vary based on multiple factors including the vehicle you select, region, dealer, and applicable vehicle specific manufacturer incentives which are subject to change. The Manufacturer's Suggested Retail Price ("MSRP") is determined by the manufacturer, and may not reflect the price at which vehicles are generally sold in the dealer's trade area as not all vehicles are sold at MSRP. Each dealer sets its own pricing. Your actual purchase price is negotiated between you and the dealer. Neither TrueCar nor Consumer Reports brokers, sells or leases motor vehicles. Service not available in Canada.

2016 AUTO ISSUE

CONTENTS

April 2016, Vol. 81 No. 4

8
A BETTER WAY TO FIND YOUR NEXT CAR

Introducing our new comprehensive Overall Score for rating vehicles.

10
10 TOP PICKS FOR 2016

In this much-anticipated list, we reveal the vehicles that aced our tests.

14
PRACTICE MAKES PRIUS

A history of this hybrid through the years, plus why the newly redesigned model turns an exciting corner.

24
SAFETY AT ANY PRICE

We call for the latest lifesaving technologies to be made standard on all cars at all prices.

OUR TOP-RATED small SUV is the Subaru Forester. See page 76.

RATINGS & MORE

6 Track Tested: Tried and True
Learn about the rigorous car testing performed at our 327-acre testing facility.

16 Which Car Is Right for You?
The best and worst from our road tests, reliability and owner-satisfaction surveys, and fuel-economy measurements. RATINGS

20 Coming Soon: 10 Cars Worth the Wait
If you're not quite ready to replace your ride, consider one of these promising 2017 models.

23 Which Brands Make the Best Cars?
Model quality varies, but you can glean some important insights by brand. RATINGS

32 Profiles
Our encyclopedic review of the most relevant new vehicles on the market today. RATINGS

70 New Car Ratings
Use our Overall Score to find winners in every vehicle category. RATINGS

79 Used Cars
A savvy shopper's guide to the best and worst of what you'll find on used-car lots. RATINGS

84 Spinning Your Wheels
Our top tires picks. RATINGS

86 Reliability
Discover how well your car is likely to hold up, based on our exclusive survey. RATINGS

IN EVERY ISSUE

4 Building a Better World
Join with us to make a safer, healthier marketplace.

4 Consumer Reports... Everywhere You Are

5 From the President: Ready for the Road Ahead
Our commitment to auto safety forges into the future.

99 Selling It
Goofs and Gaffes

COVER PHOTOGRAPH BY NIGEL COX

BUILDING A BETTER WORLD, TOGETHER

JOIN WITH US TO MAKE A SAFER, HEALTHIER MARKETPLACE

Last year was a white-knuckle ride for the auto industry, as a string of recalls and controversies—General Motors ignition-switch malfunctions; Takata airbag failures, and attendant injuries and deaths; the Volkswagen emissions cheat—continued to plague vehicles.

In early 2016, Secretary of Transportation Anthony Foxx announced a voluntary pact among 18 automakers and the government to begin sharing safety data—and to improve its usefulness—in an effort to spot and resolve defects before they endanger the public. But such strong talk is only as reliable as a manufacturer's word. That's why Consumer Reports' advocates stay involved in the fight for safer vehicles. Here are highlights of our efforts over the past year.

Tougher sanctions. We repeatedly pushed Congress to hold automakers accountable for identifying defects and repairing them quickly. Our safety policy analyst, William Wallace, testified at a House of Representatives hearing. Ultimately, lawmakers tripled the maximum fine (to $105 million) for companies that fail to do so. The government also prohibited rental companies from renting out cars with unrepaired safety defects, a move we've long supported. We'll keep calling on Congress to levy criminal penalties for executives who conceal faulty cars that injure or kill consumers.

More funding. With more than 100 million cars recalled since the start of 2014—many for defects more than a decade old—it's clear that the National Highway Traffic Safety Administration needs help. As of 2015, NHTSA had only about 50 full-time employees to identify defects in the 265 million vehicles on the road. Thanks in part to our advocacy, Congress authorized a modest increase to the agency's chronically low funding, but this fight for funds will continue in 2016.

Safety improvements. Because of pressure from us and others, NHTSA proposed changes to its New Car Assessment Program, designed to show whether cars protect occupants during crashes. (We consider crash-test results when recommending vehicles.) Now crash-avoidance technologies will be added to NHTSA's testing. We'll push for this change to be as strong as possible. Turn to page 24 to read how we're urging carmakers to equip more cars with lifesaving features, and go to ConsumersUnion.org/automobiles for more.

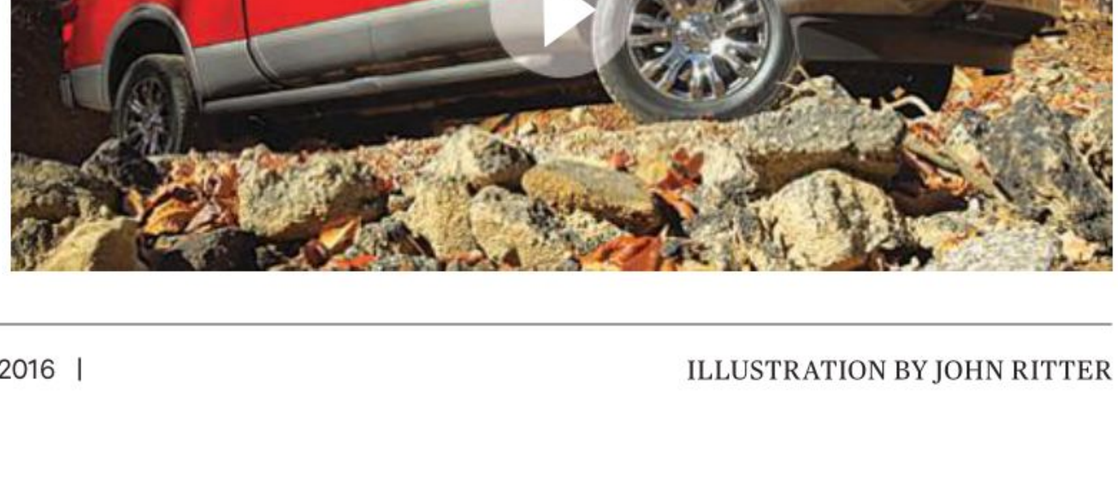
CONSUMER REPORTS... EVERYWHERE YOU ARE

Watch Us in Action

Want to know more about how and why we chose our recommended cars? Check out the "Talking Cars" video podcast (1), where our experts go in-depth about everything from the Top Picks to which brands fared the best. You can also watch a breakdown of why we think forward-collision warning is the next must-have safety feature (2). Plus you can watch Consumer Reports' video reviews of hundreds of vehicles (3) to get a much better idea of which model might be the right one for you. Go to ConsumerReports.org/video to find all of that and more than 1,000 automotive videos.

In addition, paid online subscribers have access to exclusive, extended-length road-test videos on the car model pages, providing deep, test-based insights into all of the cars we purchase and evaluate at our Auto Test Center.

1



2

3

ILLUSTRATION BY JOHN RITTER

ConsumerReports

President and CEO
Marta L. Tellado

Senior Vice President, Brand & Strategy
Leonora Wiener

Editor in Chief Diane Salvatore

Design Director Matthew Lenning

Associate Design Director Mike Smith

Senior Editor Jody L. Rohlena

Art Directors Tammy Morton Fernandez, Janice Hogan, Ewelina Mrowiec, Julie Schrader, Lisa Slater, Tracy Stora, Joseph Ulatowski

Photo Editors Emilie Harjes, Karen Shinbaum

Vice President, Magazines and Newsletter Products
Brent Diamond

Vice President, Integrated Content Creation
Liam McCormack

Vice President, Digital Jason Fox

Vice President, Communications Robert McEwen

Executive Director, Content Gwendolyn Bounds

Director, Content Development Glenn Derene

Senior Director, Product Testing Mark Connelly

Director, Special Projects Sandy Keenan

Director, Content Impact & Corporate Outreach Jen Shecter

Cars Mark Rechtin, Content Lead
Editors: Jeffrey Bartlett, Jonathan Linkov, Mike Monticello, Michelle Naranjo
Auto Test Center: Jake Fisher, Jennifer Stockburger, Directors; Product Testers: Mike Bloch, John Ibbotson, Chris Jones, Anita Lam, Emily A. Thomas, Tom Mutchler, Gene Petersen, Ryan Pszczolkowski, Mike Quincy, Gabe Shenhar, Shawn Sinclair, Joe Veselak, Seung Min "Mel" Yu

Electronics Jerry Beilinson, Content Lead
Editors: Patrick Austin, Michael Gikas, Christopher Raymond, Terry Sullivan, James Willcox
Product Testers: Maria Rerecich, Testing Lead; Kerry Allen, Elias Arias, Claudio Ciacci, Charles Davidman, Richard Fisco, Dean Gallea, Joseph Lazzaro, Richard Sulin, Maurice Wynn

Health & Food Ellen Kunes, Content Lead
Editors: Orly Avitzur, M.D.; Susan Byrne; Trisha Calvo; Lauren Cooper; Chris Hendel; Joel Keehn; Marvin M. Lipman, M.D.; Andrea Rock; Diane Umansky
Product Testers: Maxine Siegel, Testing Lead; Amy Keating, Ellen Klosz

Health Ratings Doris Peter, Director

Best Buy Drugs Lisa Gill, Deputy; Editors: Teresa Carr, Ginger Skinner, Steve Mitchell

Consumer Safety and Sustainability Urvashi Rangan, Executive Director; Tyler Smith, Doris Sullivan, Henry Akinleye

Home & Appliance Shax Riegler, Content Lead
Editors: Dan DiClerico, Mary Farrell, Kimberly Janeway, Celia Kuperszmid Lehrman, Ed Perratore
Product Testers: John Galeotafiore, James Nanni, Testing Leads; Peter Anzalone, John Banta, Susan Booth, Tara Casaregola, Lawrence Ciufo, Enrique de Paz, Bernard Deitrick, Cindy Fisher, Emilio Gonzalez, Edward Kippel, Ginny Lui, John McAloon, Joan Muratore, Joseph Pacella, Christopher Regan, Peter Sawchuk, Pat Slaven, Frank Spinelli, David Trezza, Michael Visconti

Money Margot Gilman, Content Lead
Editors: Jeffrey Blyskal, Catherine Fredman, Chris Horymski, Nikhil Hutheesing, Tod Marks, Donna Rosato, Tobie Stanger, Amanda Walker

Content Systems & Operations Strategy Peter Meirs, Director
Content Operations David Fox, Director; William Breglio; Wayne Lizardi, Anthony Terzo
Production Eric W. Norlander; Terri Kazin, Aileen McCluskey
Imaging Francisco Collado, Mark Linder
Content Coordination Nancy Crowfoot; Diane Chesler
Copy Editing Noreen Browne, Alison France, Wendy Greenfield
Fact Checking Jane Healey; Kathleen Adams, Tracy Anderman, Sarah Goralski, Sharon Riley, David Schipper
Administration Decarris Bryant, Elizabeth Scotton

Consumer Engagement Testing Charu Ahuja, Director; Linda Greene, Adam Kaplan
Statistics Michael Saccucci, Director; Keith Newsom-Stewart, Martin Romm, Andrew Cohen
Survey Research Steven Witten, Director; Karen Jaffe, Simon Slater; Mei Fong, James David Gopoian, Kendra Johnson, Debra Kalensky, Martin Lachter, Olufemi Olu-Lafe, Adam Troy
Consumer Insight Ed Farrell, Director; Karen Hoffman; Chris Holmes, Robert Huerster, Dirk Klingner, Rachel Lynch, Andrew Vogel
Newsstand Marketing Patricia McSorley, Associate Director
Procurement Operations Steven Schiavone, Associate Director

Ready for the Road Ahead

Marta L. Tellado, President and CEO
Follow me on Twitter
@MLTellado

At Consumer Reports, the road we've traveled with consumers these past 80 years has been marked with historic safety victories, from seat belts in the 1960s to airbags in the '80s to electronic stability control in the 2000s. This month we're setting our eyes on the road ahead—and the next groundbreaking milestone in auto safety.

As technology advances, it brings with it the opportunity to save countless lives. But that opportunity can't be seized unless consumers spur action from manufacturers and policymakers. That's why, today, we're standing with you by calling for two landmark innovations, forward-collision warning and automatic emergency braking, to become standard in all new vehicles. These technologies—already helping to measurably lower injury and death rates in a number of high-end cars—represent the next evolution in safety. Because of their proven effectiveness in guarding against obstacles on the road ahead, they belong in every new car, regardless of the buyer's budget. Your family's safety is too important to exclude these lifesaving features from any model.

Until those innovations become standard industrywide, Consumer Reports is rewarding automakers who have already done right by consumers by including forward-collision warning and automatic emergency braking in all vehicles, as a standard feature across all trim levels. In this year's auto issue, cars that come equipped with those technologies receive bonus points in our brand-new Overall Score—our latest innovation designed to make it easier for you and your family to come to an informed decision about the car that's right for you. As always, your support makes it possible for us to partner with you to ensure that the road ahead is safe and clear.

Cars that come equipped with the latest safety technologies as standard features get bonus points in our brand new Overall Score.

2016 ANNUAL AUTO ISSUE
BEST & WORST NEW CARS
SAFER CARS FOR EVERYONE — NOW TECHNOLOGY THAT SAVES LIVES
ConsumerReports
BEST BUYS UNDER $25,000
USED CAR GEMS FOR $10,000
10 WAYS TO AVOID A CRASH

About the Cover

The Prius has always been the equivalent of the girl next door. You can always count on her, but she never made your heart race. But the newly reimagined 2016 model is the first pinup-worthy Prius. Not only does it continue a strong standard of sustainability, but it also adds a dose of sex appeal—especially in Hypersonic Red, as captured on our cover by photographer Nigel Cox. Read more about the latest, greatest Prius in "Practice Makes Prius," on page 14.

2016 AUTO ISSUE

Track Tested: Tried & True

We test the mettle of more than 70 new vehicles per year at our 327-acre Auto Test Center in rural Connecticut. Its twists, turns, and various terrains allow our experts to conduct months of tough road tests, so we can give you the most trusted Ratings anywhere.

ROAD-TEST COURSE

Our 1.2-mile handling circuit consists of long straightaways and sweeping curves designed to challenge a vehicle's acceleration, braking, and cornering capabilities. We evaluate ride comfort on our private course, which has the kind of potholes, undulations, and drainage grates that drivers encounter every day. We judge the illumination distance and intensity of headlights on moonless nights.

Giving consumers the most thorough product information requires expertise and experience. No other publication has a facility like ours, in Colchester, Conn. Our staff of 30 engineers, editors, statisticians, and support staff put vehicles, tires, and child safety seats through rigorous testing year-round. We buy all of the products we test–rather than borrow them from manufacturers–so we can remain independent in our evaluations. Our team also churns through reams of survey data to bring you the detailed reliability, safety, and owner satisfaction insights you need to buy your next vehicle.

INSIDE JOBS

Our Auto Test Center is about more than just cars; buildings on our campus house various other testing programs. We buy and stock over 500 tires each year for evaluation. Hundreds of child seats are tested for fit and ergonomics. And we use our professional photo and video studio to share our findings.

VEHICLE DYNAMICS

This 100,000-square-foot area is where our engineers and technicians conduct braking and handling tests for tires under wet conditions. Our facilities staff prepares the surfaces so we can evaluate tire resistance to hydroplaning. Through the trees on the right, we have constructed a steep rock hill to see how four-wheel-drive vehicles handle tough terrain.

FROM OUR EXPERTS

MEET 4 OF OUR CAR CRITICS

"You can get a lot more for less with a reliable used car."

Jake Fisher, *director of auto testing, evaluates and rates every vehicle we test.*

"Even for the shortest trips, make sure everyone is safely buckled in."

Jennifer Stockburger, *the test center's director of operations, oversees our tests of child seats and car-safety systems.*

"Check the pressure in your tires—including the spare—once a month."

Gene Petersen, *who manages our tire program, has more than 35 years of experience leaving rubber on the road as a professional tester.*

"Always have your vehicle and pricing data in hand when you're ready to shop at a dealership."

Anita Lam, *our auto program's data manager, analyzes our Annual Auto Survey and oversees all of the data generated by our vehicle testing.*

WATCH

Want to ride along? Check out our virtual reality video, coming soon to **ConsumerReports.org/cars** on your computer, smartphone, tablet, or VR viewer. You'll be a passenger as one of our test drivers hugs the curves of our course, powers up our steep rock hill, and whips around our skid pad.

2016 AUTO ISSUE

A Better Way to Find Your Next Car

Consumer Reports' new scoring system encapsulates road-test performance, reliability, owner satisfaction, and safety into one Overall Score

No single attribute can make a car truly great. That's why Consumer Reports has always rated each car through a variety of assessments.

Starting this year, Consumer Reports is combining those various attributes into one overall score, which will make it simpler for you to know which vehicle to buy.

Every car we test will earn a score that encapsulates four factors:

1. Our **ROAD-TEST** program looks at real-life performance by running 70-plus new cars and trucks each year through more than 50 tests at our 327-acre test facility in Colchester, Conn. Those tests include each vehicle's emergency-handling and braking capabilities.

2. We gauge **RELIABILITY** through annual surveys of our subscribers. The 740,000 vehicles from our 2015 auto survey gave us insight into problem areas for 15 model years of cars on the road.

3. Those same surveys also provide the data for our third major assessment, **OWNER SATISFACTION**, which asks owners of 230,000 vehicles purchased in the past three years whether they would buy their current car again.

4. Our experts incorporate **SAFETY** data from crash tests performed by the Insurance Institute for Highway Safety and the National Highway Traffic Safety Administration. We give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help you avoid an accident or lessen the impact of a crash.

By merging those criteria, we've leveraged our expertise and resources to create the most well-rounded portrait of what makes a good car for you.

After some serious data crunching, we have developed an Overall Score that not

1 ROAD TEST

We purchase every car we test, just like consumers do. And members of our auto-test team drive each car more than 2,000 miles to gain real-world experience while commuting and living with the vehicle, just as any consumer would. That also allows the vehicle's components to "break in." After that, we put our vehicles through a battery of more than 50 tests at our facility. We test acceleration, braking, handling, and fuel economy, as well as evaluate ergonomic qualities such as seat comfort, cargo capacity, and the usability of controls and infotainment systems.

Our road test also measures dynamic aspects of vehicle safety—such as braking distances and the speed and confidence with which our test drivers can complete our accident-avoidance maneuver.

Consumer Reports' Auto Test Center staff has been testing and evaluating vehicle systems and performance for more than six decades. We can tell when an automaker has taken shortcuts, and we pay close attention to improvements and omissions in each new vehicle that may be important to consumers.

4 SAFETY

A well-designed vehicle structure can save your life. That's why we include safety in our overall score.

We factor the results of crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety.

Any vehicle with a Marginal or Poor rating in any crash test will have points deducted from its overall score. Those that scored Poor cannot receive a recommendation from Consumer Reports.

We also consider whether a vehicle has advanced crash-prevention features as standard items. At Consumer Reports, we believe safety is for everyone. If a vehicle offers forward-collision warning and/or automatic emergency braking as a standard feature across the model line, we give extra credit for that technology.

We believe FCW and AEB are the most important safety breakthroughs since the advent of electronic stability control. However, those vehicles that offer the features as an option or only on upscale trim levels won't see their score change.

Bonuses to our safety scoring apply to systems that warn at any speed or apply the brakes automatically without a warning, for systems that warn and apply autonomous braking at city speeds below 55 mph, and for systems that warn of a potential crash and automatically apply the brakes at city and highway speeds.

ILLUSTRATIONS BY THOMAS POROSTOCKY

OVERALL SCORE

2 RELIABILITY

We analyze more than 740,000 vehicles owned by our subscribers as part of our 2015 Annual Auto Survey—regarding every aspect of vehicle reliability. It includes any problem, from electrical gremlins to transmission replacements, that might require a trip to the dealership or mechanic for a repair. That information helps consumers see how troublesome a particular model might be.

We have decades' worth of data to track historical trends, and our annual survey covers cars up to 15 years old—showing which problems can become more prevalent as your car ages.

For a 2016 model, the new-car reliability prediction is calculated by averaging reliability scores for the most recent three years of production, provided the model did not change significantly during that time. If we lack data, we predict its reliability based on the brand's overall history of building good- or poor-quality vehicles, as well as the previous generation of that particular model's reliability. We won't recommend any tested vehicle with below-average reliability.

Our data, combined with our technical knowledge, allows us to expertly predict the reliability of new and redesigned models. For instance, a vehicle that has a long tradition of strong reliability and has many carryover components—such as the Toyota Prius—is likely to get a strong predicted-reliability score. Conversely, an all-new model—such as the Volvo XC90, with many new components—will probably see a decline in reliability in its first year but may improve over subsequent model years.

3 OWNER SATISFACTION

Our owner-satisfaction Ratings include data on more than 230,000 vehicles less than three years old. The survey asks owners, in essence, whether they would choose to buy their current car again.

Subcompact cars usually fare poorly because they tend to be unrewarding gateway vehicles for car buyers on a budget. But mainstream vehicles—such as midsized sedans and SUVs—tend to have stronger consumer loyalty. When a vehicle shows poor owner satisfaction, it's a red flag.

Owner satisfaction reflects experience as much as expectations. For example, several luxury brands have moved downmarket into the $30,000 neighborhood. Our most recent data show that many buyers of those "entry luxury" cars are dissatisfied because they feel the brand did not keep its luxury promise with fit and finish, as well as the performance, of that model.

For redesigned and brand-new models, we don't have data on owner satisfaction yet, so we use data about the previous generation and similar models from the same brand or vehicle type to form the owner-satisfaction score.

only helps car buyers sort the good vehicles from the bad but also holds the automotive industry to the highest possible standards. We want to help you buy a great car today, and we want to make sure an even better, safer, and more reliable car is available the next time you're in the market.

"Our new Overall Score is the only way to see the full picture of how a car stacks up," says Jake Fisher, director of auto testing for Consumer Reports. "This makes it easy to see which cars are the best and the worst."

Although the score is all encompassing, we have weighted the data so that a subpar performance in any critical area—such as below-average reliability or a poor crash-test result—will drop a car significantly further down in the rankings.

As a result of this scoring system, the ranks have shifted somewhat. For instance, the Mercedes-Benz C300 compact luxury sedan is one of the top performers in our road tests, but when we factor in its much-worse-than-average reliability, it can no longer be considered for recommendation.

The Overall Score will not be static. As new testing, reliability, and safety data arrive, the scores will be updated at ConsumerReports.org. That means online subscribers can always access the most current assessment of what makes the best-driving, most reliable, most satisfying, and safest cars.

2016 AUTO ISSUE

10 Top Picks for 2016

We set a high bar for the cars we rated the best in the U.S. Each leader in its category drives beautifully, boasts solid reliability, did well in crash tests, and makes owners happy.

What It Takes to Be Tops

Performance
To qualify, each model must rank at or near the top of its class in our road-test score.

Reliability
Models must have an average or better predicted reliability rating based on problems reported by subscribers for the 740,000 vehicles in our 2015 auto survey.

Owner Satisfaction
We surveyed our subscribers about their happiness level regarding the 230,000 vehicles in their garages. Would they buy their car again?

Safety
Top Picks must perform effectively in crash or rollover tests conducted by the government and insurance industry (if tested).

PHOTOGRAPHS BY THE VOORHES

METRO TO MOUNTAIN
(clockwise from top left)
Honda Fit
Subaru Impreza
Subaru Forester
Lexus RX
Toyota Camry

SUBCOMPACT CAR
Honda Fit

OVERALL SCORE 67

ROAD-TEST SCORE: 67
RELIABILITY: ○
OVERALL MPG: 33
PRICE AS TESTED: $19,025

Thinking about the first new car for yourself or someone in your family? This Honda may just be the perfect fit. It's thrifty with fuel, returning a competitive 33 mpg overall, and yet its nimble handling never gives off a "compromise car" vibe. It has remarkable interior space for such a tiny footprint, with second-row seats that elegantly stow away or flip up to hold more cargo. A rear-view camera is standard. Road noise does boom in, and its rough ride can be tiring on long drives. Still, owner satisfaction is high, and its crash-test scores have improved over its predecessor. For just under $20,000, the Fit can be an easy-to-park runabout that keeps you smiling.

COMPACT CAR
Subaru Impreza

OVERALL SCORE 77-79

ROAD-TEST SCORE: 76-79
RELIABILITY: ◒
OVERALL MPG: 26-27
PRICE AS TESTED: $21,345-$22,345

Despite its compact size, the car's ride and overall comfort will surprise you. It has expansive window glass, lots of interior space for a car of its size, intuitive controls, a suite of available safety technology, great crash-test results, and an available hatchback version to haul bulky cargo. If you live where there's heavy snowfall, you'll appreciate its superb all-wheel-drive traction. The Impreza is a smart, practical car.

MIDSIZED CAR
Toyota Camry

OVERALL SCORE 83-84

ROAD-TEST SCORE: 84-87
RELIABILITY: ◒
OVERALL MPG: 26-38
PRICE AS TESTED: $24,089-$32,603

Sure, it might seem like vanilla, but vanilla happens to be the best-selling flavor of ice cream. The Camry's no-fuss driving experience—great outward visibility, controls that fall easily to hand, a roomy interior—may not be the most thrilling in its class, but it's far from plain. A quiet cabin, slick powertrains, a comfortable ride, and sound handling make it pleasant and capable. A Hybrid version delivers excellent fuel economy while remaining reasonably affordable. The solid Camry delivers year after year of outstanding reliability, which when combined with impressive crash-test results, make it a near-perfect sedan.

SMALL SUV
Subaru Forester

OVERALL SCORE 83

ROAD-TEST SCORE: 85
RELIABILITY: ◒
OVERALL MPG: 26
PRICE AS TESTED: $27,145

We hear all the time that Subaru is "the official car of New England." But the Forester is good enough to be the small SUV of Everywhere. It's roomy, rides comfortably, and handles unflappably. Its AWD system routed the Toyota RAV4 and Honda CR-V in our snow-driving evaluations. Fuel economy is among class leaders. It also has the best sight lines from the driver's seat of any model on the market. Forward-collision warning and automatic braking aren't standard, but they're available across most of the lineup at affordable prices. Strong IIHS crash-test scores make it a safe cocoon.

LUXURY SUV
Lexus RX

OVERALL SCORE 78-81

ROAD-TEST SCORE: 77-80
RELIABILITY: ◒
OVERALL MPG: 22-29
PRICE AS TESTED: $51,630-$57,565

Lexus created the luxury crossover segment almost 20 years ago, and its dominance hasn't diminished since. Origami styling and its "Predator" grille show that the RX has shifted from being an understated part of the Little League parking lot to a more extroverted design player. But don't let its new edginess confuse the picture. You'll still find a quiet and comfortable cabin, effortless power delivery, a smooth ride, and a tastefully done interior fit and finish. The hybrid version gets an impressive 29 mpg overall. It's not a taut, high-performance machine of the German school; it lacks that razor-crisp handling, steering feedback, and sharp brakes. But what the RX does focus on—coddling well-heeled customers with reliable calmness—it does well.

SPORTS CAR < $40K
Mazda MX-5

OVERALL SCORE 79

ROAD-TEST SCORE: 80
RELIABILITY: ◒
OVERALL MPG: 34
PRICE AS TESTED: $29,905

Nobody packs more fun-per-dollar into a pint-sized package than Mazda. The MX-5 Miata combines lithe, precise handling with a crisp manual stick shift and a zoomy engine—that gets an enviable 34 mpg—to create the perfect car for the enthusiast driver and weekend racer. An easy-to-stow soft top is the clincher. It's reliable, too. With its jumpy, firm suspension, loud cabin, and tight quarters for taller drivers, the Miata isn't a commuter car. But given a sunny day and a winding road, none of that matters. We love this car.

LARGE CAR
Chevrolet Impala

OVERALL SCORE 81

ROAD-TEST SCORE: 91
RELIABILITY: ○
OVERALL MPG: 22
PRICE AS TESTED: $39,110

Long relegated to the inglorious life of airport rental fleets, the newest version of the Impala puts the competition in its rearview mirror. It proves an American automaker knows how to make an outstanding car for the masses. The Impala is dynamic and comfortable, combining a cushy ride with responsive handling, beating some elite luxury sedans at their own game. The controls are refreshingly intuitive, without resorting to overcomplicated interfaces. There's enough cabin space to fit five with plenty of elbow and leg room. Trust us: It's impressively good.

MIDSIZED SUV
Kia Sorento

OVERALL SCORE 84

ROAD-TEST SCORE: 84
RELIABILITY: ◒
OVERALL MPG: 21
PRICE AS TESTED: $37,915

This is a great SUV hiding in plain sight. Most midsized crossovers often feel like uninspiring errand runners. But the Sorento offers class-above elegance at mainstream prices. It's a shade smaller than its midsized competitors, but that allows the Sorento to be city-friendly while still offering the space and features of a larger vehicle. The smooth 290-hp V6 is responsive with competitive fuel economy, and the suspension absorbs the worst bumps and ruts with dignity while still giving you confidence in corners. The interior design is flat-out gorgeous. Well-above-average predicted reliability combines with good crash-test results. There's a new king of the category.

PICKUP TRUCK
Ford F-150

OVERALL SCORE 76-77

ROAD-TEST SCORE: 78-80
RELIABILITY: ◒
OVERALL MPG: 16-17
PRICE AS TESTED: $45,750-$46,755

Is aluminum body construction macho enough for a big truck? You bet. By eschewing traditional steel body panels, Ford created a pickup that weighs less, enabling it to be quick off the line and fuel-efficient. The 2.7-liter turbo V6 has more grunt than truck traditionalists may expect. And it gets 1 mpg better than a comparable Chevy, which adds up over the life of a truck. The cabin is extremely quiet and spacious, with large windows and relatively narrow windshield pillars to aid outward visibility. The intuitive Sync 3 infotainment system is a welcome update from the bogged-down MyFord Touch setup. Top-notch crash-test results and the best predicted reliability of any domestic truck make the F-150 a solid workhorse.

MINIVAN
Toyota Sienna

OVERALL SCORE 78-80

ROAD-TEST SCORE: 78-80
RELIABILITY: ◒
OVERALL MPG: 19-20
PRICE AS TESTED: $35,810-$38,201

Most people don't dream of minivans, but the Sienna is super-reliable transport with all of the modern features an active, connected family would want. Its spacious and multifunctional interior, with available seating for eight, mates well with the Sienna's magic carpet ride and energetic powertrain. Available all-wheel drive removes the excuse for buying a less practical SUV. Let the neighbors poke gentle fun at your capitulation to family realities. Soon enough, they'll be begging to borrow your Sienna to make a Home Depot run.

FUN TO FUNCTIONAL
(clockwise from top left)
Mazda MX-5
Chevrolet Impala
Ford F-150
Toyota Sienna
Kia Sorento

2016 AUTO ISSUE

Practice Makes Prius

After almost two decades and 3.5 million cars sold globally, Toyota ushers in a new hybrid that promises to be quicker, more nimble, and even more fuel-efficient

No car has had as much of an environmental impact—and changed the way people think about green cars—than the Toyota Prius.

With the footprint of a compact but the interior space of a midsized car—plus best-in-industry fuel economy, bulletproof reliability, hatchback versatility, and a sticker price without the sticker shock—the Prius is a pretty sublime transportation solution.

Because it has been redesigned for the 2016 model year and is just reaching dealerships as of this writing, we couldn't include it among our Top Picks because we haven't tested it yet. But we drove a prototype, and it's quite promising.

The Prius was derided as little more than a green-marketing science project when introduced to the U.S. market in 2000. But the high-tech, gas-electric hybrid parachuted into a cultural zeitgeist that was just beginning to grapple with environmentally conscious transportation.

But you didn't—and still don't—have to be a tree-hugger to drive a Prius. It just made economical sense in a way no car had done before, by practically doubling the miles driven per gallon of gas. Factor in low repair costs and low depreciation, and the Prius is quite affordable to own.

The Prius—the name means "to go before" in Latin—became a cause célèbre among Hollywood early adopters including Cameron Diaz, Leonardo DiCaprio, and Tom Hanks, and began gaining attention among a growing eco-fan base.

The arrival of a more family-friendly, second-generation model in 2003, combined with a gas-price spike in 2005, triggered a mainstream rush. Suddenly, hundreds of thousands of consumers were choosing the Toyota hybrid over traditional gasoline sedans, making it one of the top-selling cars in the U.S.

That mass-market acceptance of the Prius—compared with people buying a typical midsized sedan—today represents 2.1 billion gallons of gasoline not consumed since 2000. And 11.7 million tons of CO_2 haven't been poured into the atmosphere.

Other automakers have tried to replicate that success with hybrid variants of existing models, such as the Ford Escape hybrid, or with dedicated Prius imitators, such as the underwhelming Honda Insight. Yet none have been able to get anywhere near the brake lights of the Prius when it comes to a mass-market embrace. Why? Perhaps because the Prius is a dedicated hybrid; there's no regular gas version. Clearly, the public considers it the car for proclaiming one's green commitment.

Even with gas prices at historic lows, the idea of an energy-efficient vehicle still makes sense—for the good of your wallet and the planet.

Toyota invited us to try the redesigned 2016 model in California. (We paid our own travel expenses.) Our impression? The early models show elements the previous versions lacked, such as more dynamic styling, a steadier ride, and rather athletic handling.

Our one day of driving included a mix of suburban routes and some freeway cruising, and yielded an average of 50 mpg, according to the onboard computer. Even more impressive, a separate 27-mile loop in a lighter-weight Prius Eco version returned 66 mpg.

The new gasoline engine now puts less roar into the cabin when you tromp on the gas pedal. The continuously variable transmission—which changes speeds on a continuum rather than through fixed gears, to aid fuel economy—is more refined and less obtrusive. The Prius can propel itself solely on electric power up to 45 mph depending on driving conditions—handy in stop-and-go traffic.

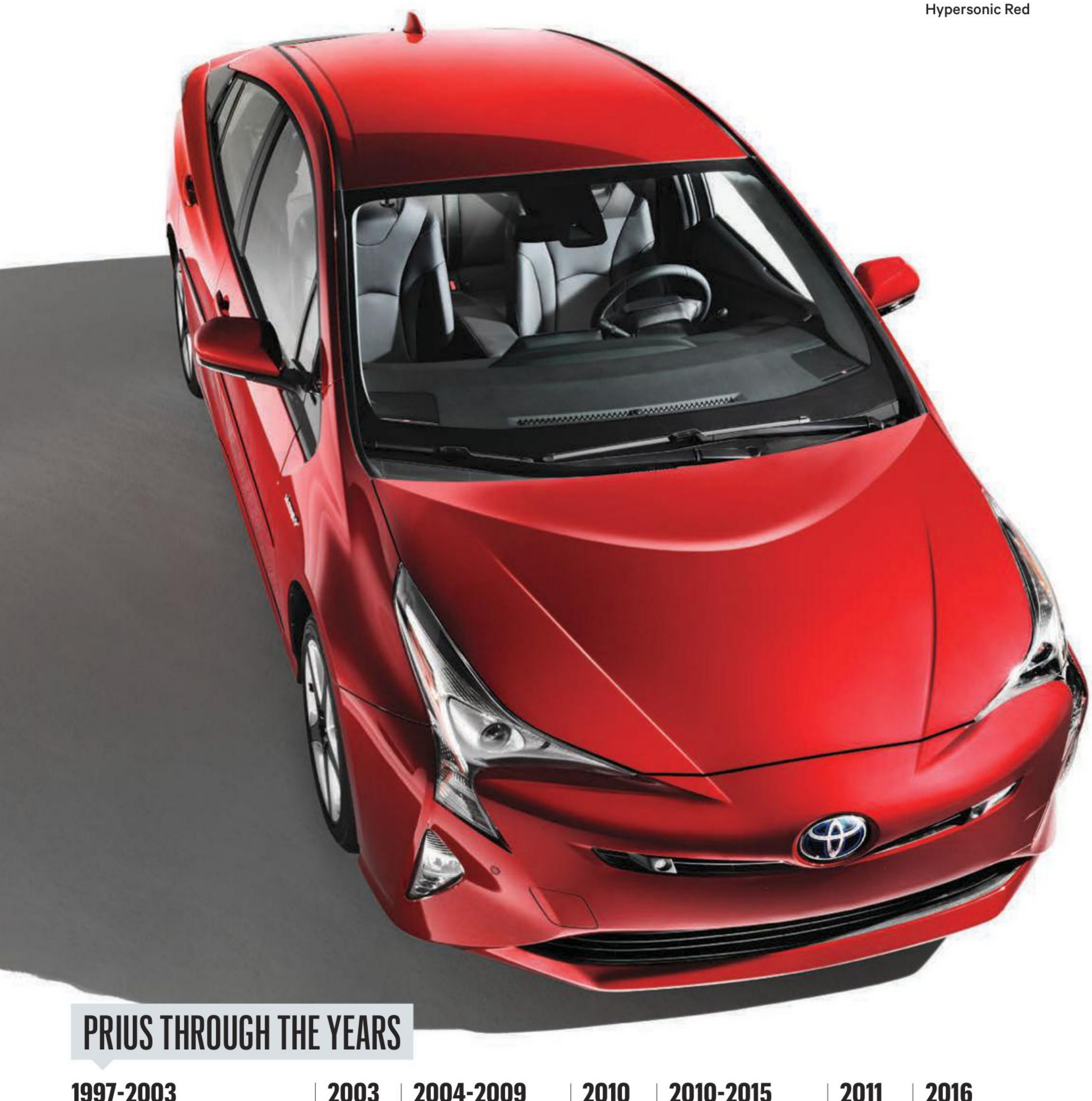
The Prius also has the latest frontal-collision and pedestrian-protection systems, although they're a $4,000 premium over the base model.

The interior also benefits from a major upgrade. Gone is the hard, hollow plastic cabin of the previous generation. Instead, the 2016 Prius brings some soft-touch surfaces, flashes of chrome, and a vivid, colorful digital display.

Starting at $25,035, the Prius redesign amounts to an incremental improvement rather than a metamorphosis, just the way Toyota likes it. Even with gas prices recently plummeting to historic lows (when adjusted for inflation), the idea of an energy-efficient vehicle still makes sense—for the good of your wallet and the planet, and to reduce America's dependence on foreign oil.

The bonus is that the Prius feels more fun to drive than the previous versions, which felt more like sterile, high-tech appliances than cars.

Stay tuned for our complete road test. And go to ConsumerReports.org/prius for a retrospective, including past road-test reviews.



2016 Prius in Hypersonic Red

PRIUS THROUGH THE YEARS

1997-2003
First Generation

Although introduced in Japan in 1997 as the world's first mass-produced gas-electric hybrid vehicle, the Prius doesn't reach the U.S. market until 2000. The small car's tight interior and poky acceleration are compromises, but its excellent gas mileage (41 mpg in our tests) boggles consumers.

2003
Prius gets a huge image boost when a local dealer shuttles celebrities to the Academy Awards.

2004-2009
Second Generation

A larger, more practical hatchback shape emerges. The hybrid battery is smaller, lighter, and more powerful. With gas prices soaring, the Prius becomes a hit thanks to its great gas mileage (44 mpg in our tests).

2010
The 2 millionth Prius is sold worldwide.

2010-2015
Third Generation

Although fuel economy holds at 44 mpg, the redesign brings more power because of upgraded components, including a larger 1.8-liter engine. A rechargeable plug-in version arrives in 2012, with 15 miles of electric-only range.

2011
The Prius V wagon is introduced.

2016
Fourth Generation

The new Prius platform will also underpin the next Camry. It includes a sportier feel and available advanced safety features. Fuel economy increases to an EPA-estimated 52 mpg overall.

PHOTOGRAPH BY NIGEL COX

2016 AUTO ISSUE

Which Car Is Right for You?

From road tests and reliability to owner satisfaction and fuel economy, these are the best and worst in every key category

DEPEND ON IT
The Toyota RAV4 has exceptional reliability.

Choosing a car can be complicated. Ultimately, you have to decide which features you might compromise on and which ones you won't. Which systems you'll pay extra for and which ones you can live without.

Although finding the best all-around vehicle is a laudable goal, there will always be personal preferences that advance one vehicle ahead of others.

If you're looking for deep detail about one area, such as reliability or fuel economy, use the following charts to navigate the best and worst performers in each category by vehicle type.

Here's where you'll find some interesting facts. The Toyota Sienna, for example, is a very reliable minivan, but the Honda Odyssey turns out to be a more engaging vehicle to drive. The Chevrolet Corvette Stingray is the least reliable sporty car in our survey, but owners still named it the most satisfying. Or consider the Toyota Tundra: It was tops in pickup truck reliability but at the bottom among pickups in our road tests.

And if your pocketbook is a priority, you'll find a variety of pretty decent hatchbacks, sedans, sporty cars, and small SUVs on our "Best New Cars Under $25,000" shopping list.

ILLUSTRATIONS BY JAMES TAYLOR

Most and Least Reliable New Cars by Category

Whether you drive a family hauler, commuter car, or performance sedan, your goal is the same—to avoid the repair shop. This list is based on our Annual Auto Survey.

MOST RELIABLE	CATEGORY	LEAST RELIABLE
Toyota Prius C	**SUBCOMPACT CARS**	**Ford** Fiesta
Subaru Impreza	**COMPACT CARS**	**Fiat** 500L*
Toyota Camry	**MIDSIZED CARS**	**Chrysler** 200*
Toyota Avalon	**LARGE CARS**	**Chrysler** 300
Lexus CT 200h	**LUXURY COMPACT CARS**	**Cadillac** ATS
Lexus ES	**LUXURY MIDSIZED/ LARGE CARS**	**Mercedes-Benz** S-Class
BMW 2 Series*	**SPORTY CARS**	**Chevrolet** Corvette
Toyota Sienna	**MINIVANS**	**Chrysler** Town & Country/ **Dodge** Grand Caravan
Toyota RAV4	**SMALL SUVs**	**Jeep** Cherokee
Kia Sorento*	**MIDSIZED SUVs**	**Nissan** Pathfinder
Toyota Sequoia	**LARGE SUVs**	**Chevrolet** Suburban/ **GMC** Yukon XL
Audi Q3*	**LUXURY COMPACT SUVs**	**Lincoln** MKC*
Lexus GX	**LUXURY MIDSIZED/ LARGE SUVs**	**Cadillac** Escalade*
Toyota Tundra	**PICKUP TRUCKS**	**Ram** 2500, **Chevrolet** Colorado/ **GMC** Canyon

*Based on one model year of data instead of the usual three years.

Standouts and Stinkers From Our Road Tests

For some people, finding a great-driving vehicle tops their list of priorities. These are the vehicles that excelled in our tests—and those that missed the mark entirely.

CATEGORY	HIGHEST SCORING	ROAD-TEST SCORE	LOWEST SCORING	ROAD-TEST SCORE
SUBCOMPACT CARS	**Mini Cooper** (base, AT)	**68**	**Mitsubishi** Mirage ES	**29**
COMPACT CARS	**Volkswagen** Golf SE (1.8T)	**82**	**Fiat** 500L Easy	**50**
MIDSIZED CARS	**Subaru** Legacy 2.5i Premium	**89**	**Chrysler** 200 Limited (4-cyl.)	**63**
LARGE CARS	**Chevrolet** Impala 2LTZ (3.6)	**91**	**Ford** Taurus Limited (3.5, V6)	**72**
LUXURY COMPACT CARS	**BMW** 328d xDrive	**86**	**Lexus** IS 300 (AWD)	**58**
LUXURY MIDSIZED/ LARGE CARS	**Tesla** Model S P85D	**100**	**Lincoln** MKS (base, 3.7)	**66**
SPORTY CARS	**BMW** M235i	**98**	**Hyundai** Genesis Coupe 3.8	**64**
MINIVANS	**Honda** Odyssey EX-L	**84**	**Kia** Sedona EX	**70**
SMALL SUVs	**Subaru** Forester 2.5i Premium	**85**	**Fiat** 500X Easy	**50**
MIDSIZED SUVs	**Toyota** Highlander Hybrid Limited	**85**	**Jeep** Wrangler Unlimited Sahara	**20**
LARGE SUVs	**Dodge** Durango Limited (V6)	**83**	**Nissan** Armada Platinum	**59**
LUXURY COMPACT SUVs	**Porsche** Macan S	**85**	**Land Rover** Discovery Sport HSE	**58**
LUXURY MIDSIZED/ LARGE SUVs	**BMW** X5 xDrive35i, **Volvo** XC90 T6	**84**	**Cadillac** Escalade Premium	**61**
PICKUPS	**Ram** 1500 Big Horn (V6, diesel)	**82**	**Toyota** Tundra SR5 (5.7L V8)	**63**

Cars That Owners Would Buy Again—or Not

These models won—or broke—hearts, according to our Owner Satisfaction Survey, which asked people whether they would buy the same car again.

MOST SATISFYING	CATEGORY	LEAST SATISFYING
Honda Fit*	**SUBCOMPACT CARS**	**Kia** Rio*
Volkswagen Golf*	**COMPACT CARS**	**Nissan** Sentra
Subaru Legacy*	**MIDSIZED CARS**	**Nissan** Altima
Chrysler 300	**LARGE CARS**	**Ford** Taurus
Audi A3*	**LUXURY COMPACT CARS**	**Infiniti** Q50, **Mercedes-Benz** CLA
Tesla Model S	**LUXURY MIDSIZED/LARGE CARS**	**Acura** RLX, **Cadillac** XTS
Chevrolet Corvette	**SPORTY CARS**	**Hyundai** Genesis Coupe*
Honda Odyssey	**MINIVANS**	**Nissan** Quest
Subaru Forester	**SMALL SUVs**	**Jeep** Compass*, **Jeep** Patriot
Kia Sorento*	**MIDSIZED SUVs**	**Dodge** Journey
Ford Expedition*	**LARGE SUVs**	**Chevrolet** Traverse/**GMC** Acadia
Porsche Macan*	**LUXURY COMPACT SUVs**	**Mercedes-Benz** GLA*
Acura MDX*	**LUXURY MIDSIZED/LARGE SUVs**	**Infiniti** QX60
Ford F-150*	**PICKUP TRUCKS**	**Nissan** Frontier

*Based on one model year of data instead of the usual three years.

Vehicles That Get the Best–and Worst–Gas Mileage

We know: Gas is super-cheap—for now. But remember that the average age of cars on U.S. roads is 11 years old, so it's likely you'll see a gas-price spike with your next car. Make your wallet happy by choosing a vehicle with high MPG in our tests.

BEST	
ELECTRIC CARS AND PLUG-IN HYBRIDS	**MPG**
BMW i3 Giga	139 [1]
Mitsubishi i-MiEV SE	111 [1]
Ford Focus Electric	107 [1]
Nissan Leaf SL	106 [1]
Ford C-Max Energi	94 [1]/37 [2]
Tesla Model S P85D	87 [1]
Tesla Model S (85kWh)	84 [1]
SUBCOMPACT CARS	**MPG**
Toyota Prius C Two	43
Mitsubishi Mirage ES	37
Smart ForTwo Passion	36
Ford Fiesta SE (3-cyl., manual)	35
Scion iA	35
Ford Fiesta SE (sedan)	33
Honda Fit EX	33
COMPACT CARS	**MPG**
Toyota Prius V Three	41
Ford C-Max Hybrid SE	37
Volkswagen Jetta Hybrid	37
Mazda3 i Touring	33
Honda Civic LX	32
Mazda3 i Grand Touring (2.0L, manual)	32
Toyota Corolla LE Plus	32
Volkswagen Jetta SE (1.4T)	32
MIDSIZED CARS	**MPG**
Ford Fusion SE Hybrid	39
Hyundai Sonata Hybrid SE	39
Toyota Camry Hybrid XLE	38
Mazda6 Sport	32
Nissan Altima 2.5 S	31
Chrysler 200 Limited (4-cyl.)	30
Honda Accord LX (4-cyl.)	30
LUXURY AND LARGE CARS	**MPG**
Lexus CT 200h Premium	40
Lexus ES 300h	36
Toyota Avalon Hybrid Limited	36
BMW 328d xDrive	35
Lincoln MKZ Hybrid	34
Mercedes-Benz E250 BlueTec (AWD)	30
SPORTS/SPORTY CARS (TESTED WITH MANUAL TRANS.)	**MPG**
Mazda MX-5 Miata Club	34
Mini Cooper S	30
Scion FR-S	30
Subaru BRZ Premium	30
SMALL SUVs	**MPG**
Honda HR-V LX	29
Lexus NX 300h	29
Mazda CX-3 Touring	28
Subaru Crosstrek Hybrid	28
Hyundai Tucson Sport (1.6T)	26
Mercedes-Benz GLA250	26
Mini Countryman S	26
Subaru Forester 2.5i Premium	26
Subaru Crosstrek Premium	26

GOING GREEN
The Ford Fusion SE Hybrid returned an excellent 39 mpg overall in our tests.

BEST *continued*	
MIDSIZED SUVs	**MPG**
Toyota Highlander Hybrid Limited	25
Jeep Grand Cherokee Limited (diesel)	24
Hyundai Santa Fe Sport (2.4L)	23
Chevrolet Equinox 1LT (4-cyl.)	21
Ford Edge SEL (2.0 EcoBoost)	21
Kia Sorento EX (V6)	21
Nissan Murano SL	21
LUXURY AND LARGE SUVs	**MPG**
Lexus RX 450h	29
Lexus RX 350	22
Acura MDX Tech	21
BMW X5 xDrive35i	21
MINIVANS	**MPG**
Ford Transit Connect XLT (2.5L)	21
Honda Odyssey EX-L	21
Kia Sedona EX	20
Toyota Sienna XLE (FWD)	20

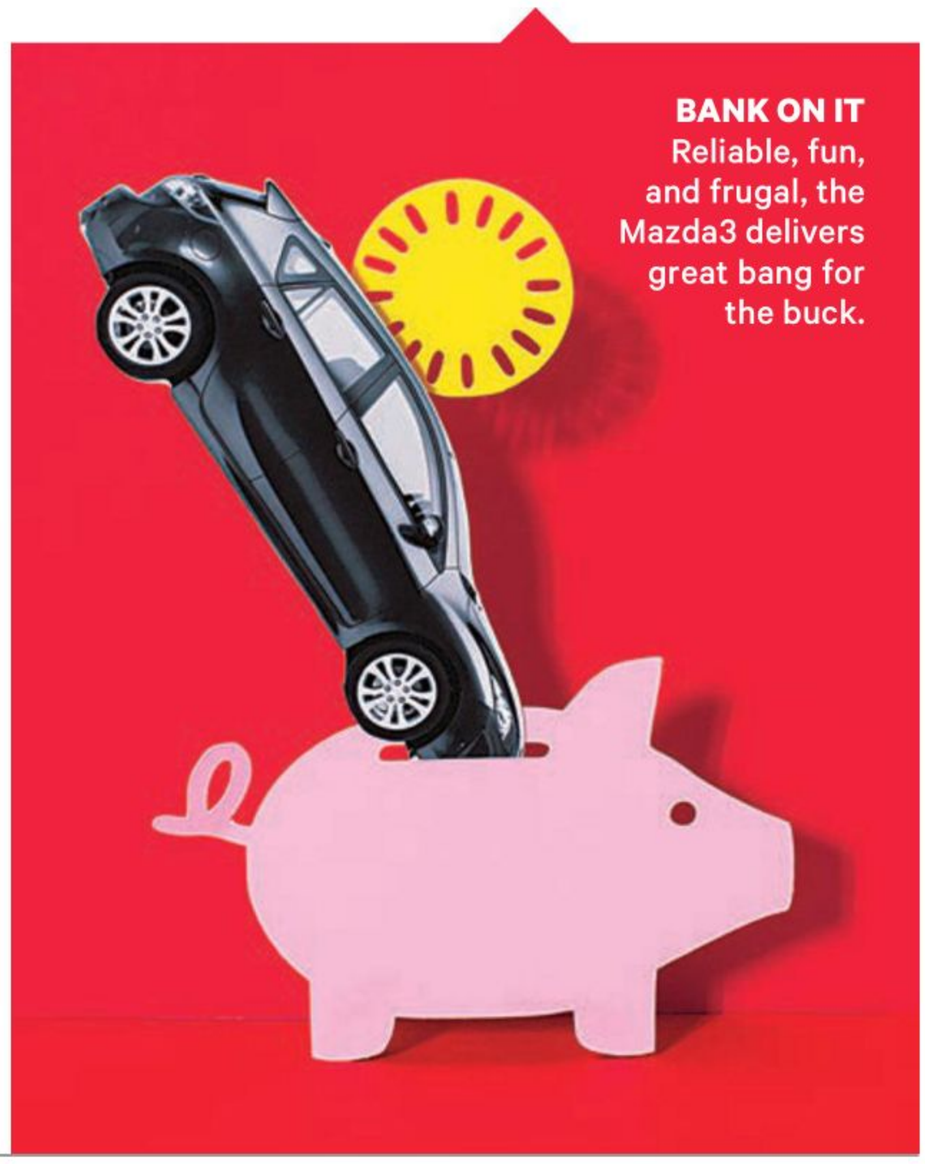
[1] Electric consumption in miles per gallon equivalent (MPGe). [2] Miles per gallon when running on gasoline.

Best New Cars Under $25,000

Keep to your budget without sacrificing performance, safety, fuel economy, or reliability. All the vehicles listed below have earned Consumer Reports' recommendation.

VEHICLE TYPE	MODELS
SUBCOMPACT CARS	**Chevrolet** Sonic LT (1.8L) **Honda** Fit EX **Hyundai** Veloster (base, manual) **Nissan** Versa Note SV **Scion** iA
COMPACT CARS	**Kia** Forte LX (1.8L) **Kia** Soul Plus **Mazda3** i Grand Touring (hatchback, manual) **Mazda3** i Touring (2.0L) **Scion** iM **Subaru** Impreza Premium **Subaru** Impreza Sport Premium (hatchback) **Toyota** Corolla LE Plus **Volkswagen** Jetta SE (1.4T) **Volkswagen** Jetta Sport (1.8T)
SMALL SUVs	**Honda** HR-V LX **Mazda** CX-3 Touring **Subaru** Forester 2.5i **Subaru** Crosstrek Premium
MIDSIZED CARS	**Honda** Accord LX (4-cyl.) **Hyundai** Sonata SE (2.4L) **Mazda6** Sport **Subaru** Legacy 2.5i Premium **Toyota** Camry LE (4-cyl.)

WORST	
SUBCOMPACT CARS	**MPG**
Chevrolet Sonic LT (1.8L, sedan)	28
COMPACT CARS	**MPG**
Mitsubishi Lancer ES	25
MIDSIZED CARS	**MPG**
Ford Fusion Titanium (2.0T)	22
Volkswagen Passat SEL Premium (V6)	23
LUXURY AND LARGE CARS	**MPG**
Chevrolet SS	17
Mercedes-Benz S550 (4MATIC)	18
SPORTS/SPORTY CARS (TESTED WITH MANUAL TRANSMISSION)	**MPG**
Ford Mustang GT Premium (V8)	19
SMALL SUVs	**MPG**
Jeep Cherokee Limited (V6)	21
Jeep Patriot Latitude	21
Volkswagen Tiguan SEL	21
MIDSIZED SUVs	**MPG**
Dodge Journey Limited (V6)	16
LUXURY AND LARGE SUVs	**MPG**
Toyota Land Cruiser	14
MINIVANS	**MPG**
Chrysler Town & Country Touring	17



2016 AUTO ISSUE

Coming Soon: 10 Cars Worth the Wait

We help you see the future with this list of promising new vehicles

Even though it's still early in 2016, the 2017 models are almost ready to roll out of factory doors. So if you're not in a hurry to buy a new vehicle, consider waiting to test drive one of the newest of the new. The intriguing coming attractions include Chevrolet's new approach to the electric car, the return of a Honda pickup truck, the reincarnation of Lincoln's Continental, and a new crossover from Buick.

All sound promising, but streamers and fireworks aside, we usually recommend holding off purchases for a year or so after the launch of a redesigned or brand-new model. Even historically reliable vehicles can have teething problems during a redesign.

Remember, the outgoing version may be a bargain—thanks to big incentives designed to free up space in dealership inventory for the new model.

2

3

4

5

1 Hyundai Ioniq

Hyundai will bring a compact hybrid hatchback to the U.S. late this year, angling to take on Toyota's popular Prius. In addition to the hybrid, you'll see a plug-in hybrid and a full-electric version. The hybrid drivetrain consists of a 1.6-liter four-cylinder gasoline engine and electric motor, with a total output of 139 hp, running through a six-speed automated-manual transmission. Hyundai is promising sportier driving characteristics than the mild-mannered Prius.
Available: Fall

2 Mercedes-Benz E-Class

It appears Mercedes-Benz has found a way to make its already excellent midsized sedan even more appealing. The wheelbase and overall length have increased for improved interior room, yet the car weighs less than its predecessor. An optional 12-inch display screen dominates the sophisticated interior, and the available steering-wheel infotainment controls can operate with swiping motions similar to a smartphone. The big Benz will be able to autonomously follow traffic, even on moderately winding roads, at speeds up to 81 mph. The base 2.0-liter, 241-hp turbo four-cylinder, mated to a nine-speed automatic, comes out first—with all-wheel drive, diesel, plug-in hybrid, and high-performance AMG variants showing up later.
Available: Summer

3 Honda Ridgeline

After a two-year hiatus, the "pickup that drives like a car" is making a comeback. The first iteration in 2005 tried hard not to look like a pickup—which contributed to it being a commercial flop. The redesigned Ridgeline has more traditional styling. The bed is considerably wider and almost a half-foot longer, and again features a novel dual-action tailgate that can swing open sideways. There's also a lockable trunk in the bed. Thanks to an independent rear suspension and a unibody construction—both used more for cars than trucks—the Ridgeline should have decent ride and handling. The 3.5-liter V6 will make about 300 hp.
Available: Fall

4 Buick LaCrosse

The LaCrosse flagship sedan benefits from an all-new structure that trims 300 pounds from its overall weight with lighter seats and chassis components, and high-strength steel. It has sleek styling—while maintaining the recognizable Buick interior. Inside, there's more passenger room, thanks to a 3-inch-longer wheelbase. A "floating" center console sprouts from the dashboard, and an 8-inch touch screen gives the in-car entertainment system a cinematic feel. The 3.6-liter V6 produces 305 hp and puts the power to the front wheels via an eight-speed automatic transmission, with all-wheel drive optional.
Available: Summer

5 Buick Envision

A second bit of Buick news is a reworked midsized crossover. The Envision is intended as a premium five-seater, slotted between the diminutive Encore and the seven-seat Enclave. Luxury abounds inside, and all-wheel drive and the latest active safety kit will be standard. Power comes from a 2.0-liter, 252-hp turbocharged four-cylinder. It will be the first Chinese-built, American-branded vehicle sold on our shores.
Available: Summer

6 Chevrolet Bolt

Not to be confused with the Chevy Volt plug-in hybrid-electric sedan, the Bolt is a new pure-electric small hatchback. Unlike most EVs, which struggle to crack 100 miles on a single charge, GM says the Bolt can travel more than 200 miles before running out of juice—a claim we will test when we buy a model for our facility. A DC fast-charger can recharge the Bolt to 80 percent capacity in an hour. With 200 hp on tap, it's claimed to hit 60 mph in just 7 seconds. The Bolt will sell for around $30,000, after government incentives.
Available: January 2017

7 Mazda CX-9

We've driven an early build version of the new CX-9, and it seems like the driver's choice among three-row SUVs. Our experience indicates that handling is quite agile, the ride firm and composed, and the cabin serenely quiet—quite an achievement for a large crossover. The wheelbase has grown by 2 inches. Shedding 250 pounds in conjunction with dropping the old V6 in favor of a 2.5-liter, 227-hp turbo four-cylinder should help fuel economy. The interior of the top-trim Grand Touring is luxurious and inviting.
Available: May

8 GMC Acadia

GMC's second-generation midsized SUV is 7 inches shorter in length, 3 inches narrower, and some 700 pounds lighter than its predecessor. Even though it's trimmer, you can still configure the Acadia for five, six, or seven passengers. With its lighter weight, and a new 2.5-liter four-cylinder engine, the Acadia is EPA-rated at 28 mpg on the highway. A more powerful 310-hp, 3.6-liter V6 is optional. Available—but not standard—safety features include forward-collision warning with automatic emergency braking, pedestrian detection, and lane-departure warning.
Available: Spring

9 Lincoln Continental

Those who crave a return of this American luxury icon have a striking new option for 2017. Although it's essentially a stretched Lincoln MKZ and Ford Fusion, the Continental is considerably larger and has different proportions. The interior is luxurious and feels well put together, and the sculpted front seats can adjust up to 30 ways for driver and passenger comfort. Engines range from a 3.7-liter V6 with around 300 hp to a 3.0-liter turbo-six with 400 hp. All-wheel drive will be optional.
Available: Fall

10 Chrysler Pacifica

Ignore that Chrysler has renamed its Town & Country minivan after a late, unloved crossover. Focus instead on the new Pacifica's fast-looking windshield angle, sloping roofline, and sharp side creases that make this minivan a looker—no easy task. Chrysler claims class-leading interior room and noise suppression. The sliding doors can be opened by waving your foot under the doorsill, assuming the key fob is on you. The standard engine will be a 3.6-liter, 287-hp V6 paired with a nine-speed automatic. A plug-in version will be the first hybrid minivan sold in America.
Available: May

6

7

8

9

10

2016 AUTO ISSUE

Which Brands Make the Best Cars?

We tabulate our exclusive data across the model lines

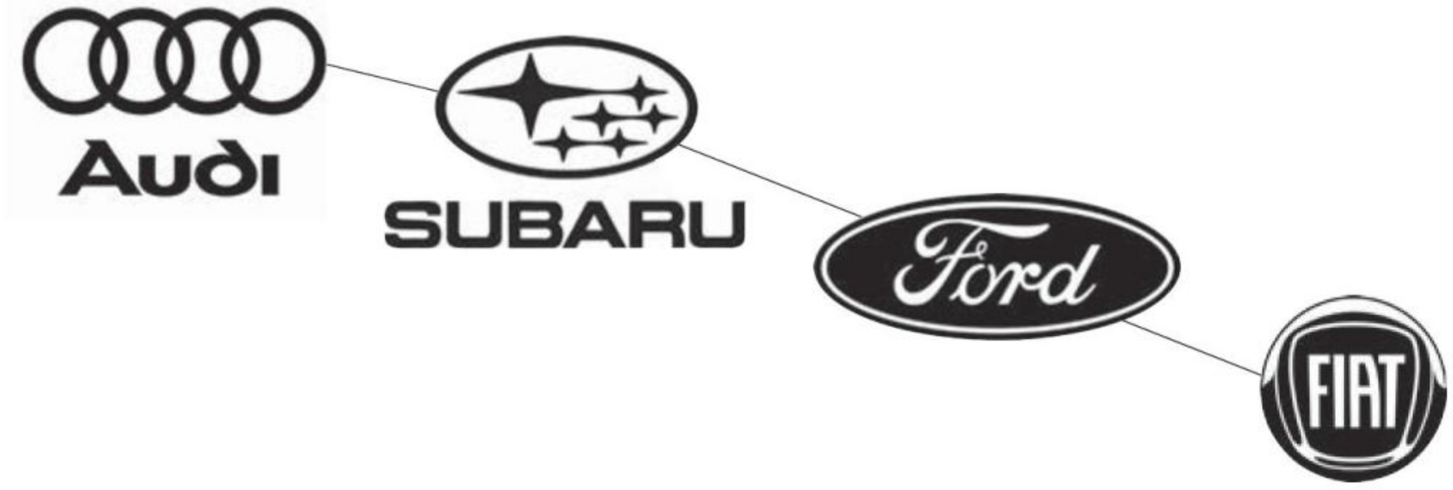
One great car—or clunker—doesn't define a whole brand. Neither does its reputation (good or bad) relieve you of the need to examine a vehicle carefully. But our long-standing and comprehensive analysis of cars and brands reveals that you can glean important information by knowing a brand's output over time.

To determine which brands consistently deliver cars that serve consumers well, we tabulate the overall score, road-test score, and predicted reliability results for each tested model of a brand. We then average those scores at the brand level. This average overall score is used to rank the brands as an indicator of who makes the best cars. Topping our Ratings are the luxury brand Audi and mainstream marque Subaru. Only vehicles that are on the market and that we tested factor into the equation. The rankings don't account for corporate practices or brand perceptions.

Hence, Audi and VW diesel vehicles that have been pulled from dealerships—following their recall and stop-sale last year for cheating on EPA emissions tests—are not included in our scoring. Consumer Reports strongly believes that Volkswagen AG, the maker of VW and Audi vehicles, should be held accountable for manipulating emissions testing with its vehicles.

In creating the Report Card, we aggregate road-test performance, reliability, safety performance and active safety aids, and owner satisfaction. Brands with a lineup of mature, incrementally updated vehicles tended to rise to the top.

For instance, Toyota's middling road-test score was balanced by strong reliability; Mercedes-Benz's strong road tests were offset by below par reliability. And Honda, Nissan, and Chrysler suffered due to problematic new transmissions.



RANK	MAKE	OVERALL SCORE*	ROAD-TEST SCORE	PREDICTED RELIABILITY	% RECOMMENDED TESTED MODELS
1	Audi	80	83	◓	100%
2	Subaru	78	80	◓	100%
3	Lexus	76	74	●	88%
4	Porsche	76	84	○	60%
5	BMW	76	85	○	50%
6	Mazda	74	74	◓	100%
7	Buick	74	76	◓	80%
8	Toyota	72	69	●	62%
9	Kia	72	75	◓	67%
10	Honda	71	73	○	88%
11	Hyundai	70	76	○	60%
12	Volvo	69	77	○	25%
13	Mini	68	71	○	50%
14	Mercedes-Benz	67	80	◒	29%
15	Volkswagen	67	76	○	71%
16	Ford	66	74	○	38%
17	Lincoln	65	73	○	25%
18	Scion	65	62	◓	75%
19	Acura	64	73	◒	40%
20	Chevrolet	64	75	◒	27%
21	Nissan	63	71	○	33%
22	Infiniti	63	76	◒	20%
23	GMC	60	71	◒	17%
24	Cadillac	58	76	●	25%
25	Dodge	58	73	◒	17%
26	Chrysler	58	73	◒	0%
27	Land Rover	55	71	●	0%
28	Mitsubishi	51	46	○	0%
29	Jeep	43	55	●	0%
30	Fiat	38	52	●	0%

* A brand must have at least two models with test and reliability data to be included. Alfa Romeo, Jaguar, Maserati, Ram, Smart, and Tesla lack sufficient data.

Better ◓ ○ ◒ ● Worse (Avg.)

Safety at Any Price

PHOTO: GETTY IMAGES

Consumer Reports calls for two critical safety technologies to be made standard in all new vehicles

Mike and Linda Hanson had just finished lunch on a long road trip home to Glen Rock, Pa. Once back on the highway, Mike set their Dodge Durango's cruise control to the speed limit and was pleased to note the clear skies and light traffic that day.

The next thing he remembers was Linda screaming his name. As he awakened from what he called "zoning out," they were barreling toward a concrete bridge abutment at 65 mph.

But before he could slam on the brakes, the SUV did it for him, automatically slowing the car and granting him enough time to avoid what could have been a terrible accident.

Shaken and cursing himself, he pulled over to the side of the road to calm down.

Until that moment, the Hansons had no idea their 2014 Durango came equipped with a safety option called forward-collision warning (FCW) and a secondary level of protection in the form of automatic emergency braking (AEB). They engage when the car detects an impending collision.

Now both Hansons are convinced that safety technology embedded in their car saved their lives: "There is no question in my mind about that," Mike says, adding, "I would never buy another car without it."

FCW is a system that uses built-in laser, radar, and/or camera technology to anticipate a collision and warn the driver in real time—via flashing lights on the instrument panel or windshield, beeps, and other sounds—to take immediate action. AEB goes a step further and slows the vehicle without any driver input at all.

Though neither feature can fully prevent a collision, together as a one-two strategy they have been shown to reduce the number and severity of accidents.

Consumer Reports sees FCW and AEB as the most promising safety breakthroughs in the automobile industry since the advent of electronic stability control almost two decades ago. We are urging automakers to make those features standard on all cars, from luxury to economy models, as quickly as possible.

We feel so strongly that this level of safety should be available to everyone, no matter their income level, that starting this year our new vehicle Ratings are being adjusted to award bonus points—and thus a higher Ratings score—to vehicles that offer those safety features as part of the car's base sticker price. Bonus points will be given for FCW, low-speed AEB, and high-speed AEB in vehicles that are equipped with the features as standard across all trim levels. Cars that offer them as an option, or only include them on top trim levels, will not receive the bonus.

Over time, that effective technology could become as ubiquitous as stability control and as prevalent in the minds of consumers as seat-belt use.

Vehicle crashes continue to be a leading cause of death and injury in the U.S.,

10 Ways to Avoid a Crash

Many people equate car safety with crashworthiness. But Consumer Reports believes the technology that helps you avoid the crash in the first place is just as valuable.

But choosing a safe car can be challenging when that technology gets lost in a showroom alphabet soup of acronyms that salespeople themselves may undervalue or underemphasize.

Here are our Top 10 advanced safety features, in order of preference. Even if they come bundled into a package with other tech items that you might not want, and that can raise the car's price, we believe these potentially lifesaving options are worth the extra cash.

1. FORWARD-COLLISION WARNING (FCW)

Using laser, radar, or cameras, these systems assess surrounding conditions, as well as the speed of your approach to a potential impact with a vehicle ahead of you. They will alert you with visual and/or audible signals to a potential crash, allowing you time to react. Some systems also sense and alert you to the potential for a collision with pedestrians.

CR'S TAKE *We want to see forward-collision warning standard in every car. It is important enough that we will award bonus points in our Ratings if the car has it as a standard feature.*

2. AUTOMATIC EMERGENCY BRAKING (AEB)

These systems add to the benefits of forward-collision warning. AEB will sense a potential collision, and if you don't react in time, the car will initiate braking.

CR'S TAKE *Another of our favorites, auto-braking is a technology we would like to see in every car. An automaker that makes this feature standard will get extra credit in our scores—see page 8 for details—because it has proved to reduce injuries and deaths. Offering it as option will not get credit.*

3. BLIND-SPOT WARNING

This technology detects and warns of vehicles you can't see. The system scans the sides of the vehicle to warn of vehicles' presence in blind spots. It alerts drivers with a visible, audible, and/or tactile alert to indicate that it's unsafe to merge or change lanes.

CR'S TAKE *Blind-spot warning is not only one of CR's top three favorite safety features but our readers rate it at the top of their favorites as well. It makes a big difference in highway safety.*

4. REAR CROSS-TRAFFIC ALERT

These systems sense traffic that may cross your path as you reverse, which can be helpful when you're backing out of a parking space or driveway. Some systems will automatically brake for the driver to

BLIND-SPOT alerts near your side-view mirrors—such as in this Volvo S60—cover areas you might not see.

with more than 32,000 people on average dying every year. And driver choices and human error contribute to more than 90 percent of all crashes.

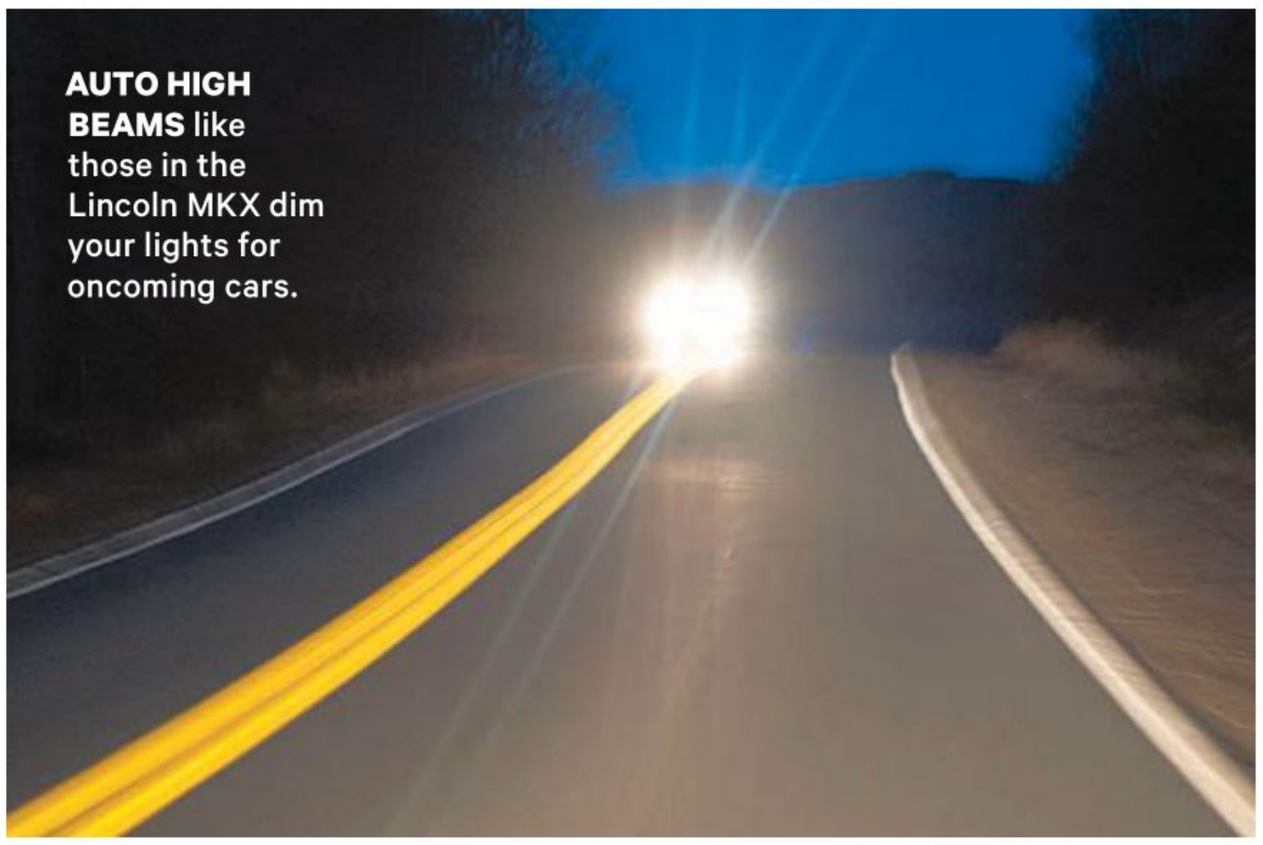
The National Highway Traffic Safety Administration (NHTSA) estimates that tens of thousands of injuries could be prevented annually if every car had automatic emergency braking.

When comparing vehicles with and without forward-collision warning systems and automatic emergency braking, the combination of FCW and AEB has proved to reduce bodily injury insurance claims by up to 30 percent and reduce rear-end crashes by about 40 percent, according to the Insurance Institute for Highway Safety (IIHS). Even when a car has only forward-collision warning, rear-end crashes are cut by 23 percent. Translated, that means fewer people got hurt and the injuries weren't as severe.

Vehicle crashes account for more than 32,000 deaths every year. Driver choices and human error contribute to more than 90 percent of them.

And yet many consumers are unaware those valuable features exist—even when they're built into the cars parked in their own garages.

In Consumer Reports' Advanced Safety Systems Survey, which included 630 vehicles with standard AEB, 35 percent of the car owners did not know their cars



AUTO HIGH BEAMS like those in the Lincoln MKX dim your lights for oncoming cars.

avoid an object.

CR'S TAKE *With a large number of accidents occurring in reverse at low speeds and in parking lots, we like that drivers can be assisted by rear cross-traffic alerts that help when navigating tight spots or where visibility is limited.*

5. BACKUP CAMERAS

This camera-based assistance system is activated when the vehicle is placed in reverse. The rear view is displayed in a center console screen or rear-view mirror. Some vehicles have a parking assistance system that visually diagrams a lined guided parking path to track your steering angle. Cross-traffic alerts and overhead view cameras can also be integrated into the camera view.

CR'S TAKE *With many back-over accidents in recent years, we are glad to see it as standard equipment on all 2018 models, and every year after. Along with other safety advocates, Consumer Reports pushed for the law requiring the cameras and sued the government to get final rules in place.*

6. AUTOMATIC HIGH BEAMS

This function automatically switches from low to high beams, and back again, for improved nighttime visibility as conditions warrant.

CR'S TAKE *Many drivers don't opt for the added visibility of high beams as often as they should. These systems make the switch for you. They improve visibility and automatically reduce the glare of your headlights as oncoming cars approach.*

7. LANE-KEEPING ASSIST (LKA)

In addition to sensing when you leave your lane, this technology will induce mild steering input to put you back into your lane.

CR'S TAKE *It's most useful on highways, where the driver can become sleepy or distracted. But it can be overly intrusive on rural two-lane roads. Courteously giving a wide berth to a cyclist or pedestrian may cause the system to steer the car back toward the curb, scaring everyone involved.*

8. ADAPTIVE CRUISE CONTROL (ACC)

By using lasers, radar, cameras, or a combination of those systems, ACC systems automatically adjust vehicle speed in order to maintain a safe distance from the vehicle in front of you. If traffic slows, some systems will bring the car to a complete stop and automatically come back to speed when traffic gets going again.

CR'S TAKE *ACC systems often include forward-collision warning, which can further reduce some of the stress of commuting.*

9. PARKING-ASSIST SYSTEMS

These are a series of sensors in the front, rear, or both bumpers that alert you at low speeds that cars, light poles, walls, shrubbery, and other obstacles are getting close.

CR'S TAKE *These can make it easier to maneuver in tight parking lots, saving your car from damage.*

10. LANE-DEPARTURE WARNING (LDW)

The use of cameras, lasers, or infrared sensors assists you with sound or vibration warnings to let you know when you have drifted out of your lane.

CR'S TAKE *They work best on freeways and open-lane highways but require more refinement because of the number of false alerts we've experienced, especially on narrow or winding roads.*

PHOTO: ROBERT ESSEL/CORBIS

had the feature. Turns out the Dodge salesman who sold the Hansons their Durango never mentioned that it had that capability.

But those who do have the equipment certainly value it.

A 2015 Acura TLX owner who participated in our survey explains, "It keeps me alert. It's like having a driving partner that doesn't yell at me."

Ron Olson, a 2014 BMW 4 Series owner, commutes on California Route 17, a winding, cresting mountain road with frequent sharp turns and sudden traffic stops. He said his BMW "reacts to brake sooner than I can get my foot on the brake pedal."

Those technologies have been in place and evolving in some form in the U.S. since 2004. But not enough has been done to market them, and explain how they work and why they are so beneficial to drivers–whether at low or high speeds.

It's clear from our survey that many car owners are underinformed and a bit confused.

Many respondents said that although they knew their car was equipped with those safety features, they were still fuzzy about how they worked and under what circumstances they would activate.

A Subaru Forester owner said, "I think any questions about the reliability of this system is probably related to a misunderstanding on my part as to what speeds or conditions it will engage."

The technology in the Forester is significant, even if it is misunderstood by owners. A study out of Japan found that Subaru's EyeSight system, with FCW and AEB, decreased frontal collisions between cars by 80 percent.

Not all of the features operate in the same way. Some have a collision warning at all speeds, but no AEB. Others might have AEB at speeds below 30 mph, but no warning. The ideal is both systems working together in one package. And still other automakers offer an adaptive cruise control system that can slow down a car in traffic to a complete stop, without any driver input.

So it's no wonder that even the people paid to promote the technology might not understand how it works.

Video of an incident at a Volvo dealership went viral on the Internet last year. A salesman reportedly thought he was demonstrating the automaker's Pedestrian Detection System, not realizing he had chosen a model that didn't contain the safety feature. Instead of automatically braking during the demonstration, the SUV struck two people standing nearby. Neither person was seriously injured.

(continued on page 30)

BACKSEAT occupants should get the same safety benefits as those up front.

PHOTO: INTI ST CLAIR/GETTY IMAGES

Putting More Muscle Into Auto Safety

We have the tools to make cars safer. Now we need the will to make it happen.

In January 2016 the Department of Transportation announced two initiatives: One is the government's proposed infusion of almost $4 billion into the development of autonomous cars over the next decade; the second is a collaboration between automakers and the government to improve safety and communication regarding recalls.

Though the declarations are proactive, they may not go far enough. Consumer Reports is advocating for safety improvements that we believe could be implemented sooner rather than later, especially if regulators and automakers can work together and come to an agreement on effective standards. Below is our list of priorities:

FORWARD-COLLISION WARNING WITH AUTOMATIC EMERGENCY BRAKING

Features such as forward-collision warning (FCW) with automatic emergency braking (AEB) can reduce bodily injury insurance claims by up to 30 percent. The severity of an accident can be greatly reduced if a car is equipped with those features.

CR'S TAKE *Consumer Reports urges all manufacturers to include those features as standard equipment. In parallel, the government can pursue regulations to require the features.*

SEAT-BELT REMINDERS FOR ALL

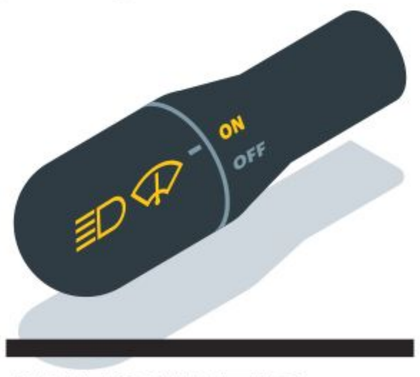
When cars have advanced seat-belt reminders—meaning the alerts that prompt seat-belt use get louder or more frequent—research has shown that occupants will wear their seat belt. But those audible alerts are currently installed in very few backseats, neglecting the high number of backseat passengers who are less likely to wear a seat belt in the first place.

CR'S TAKE *Except for children who are required to be in safety seats, backseat passengers are often left behind in terms of safety developments. Installing seat-belt reminders for every seat in every car is an effort that Consumer Reports believes would benefit the safety of all occupants, including post-booster-seat children and adolescents. The alerts were to be made mandatory, but governing bodies have failed to greenlight industry-wide compliance.*

CONSISTENT SEAT-BELT LAWS

In 1967 the first federally mandated seat-belt law required all motor vehicles to have seat belts installed as original equipment. But as of this writing, there are still 16 states in which police cannot stop and fine those who choose to not wear a belt as a primary offense. New Hampshire doesn't have an adult seat-belt law.

CR'S TAKE *Universal seat-belt use can reduce traffic deaths by as many as 2,800 people per year. Proper use of a lap and shoulder belt by front-seat occupants can reduce the risk of fatal injury in light trucks by 60 percent, and by 45 percent in cars. It's time that all states have consistent, stringent seat-belt requirements for adult drivers and passengers.*



AUTOMATIC HEADLIGHTS WHEN WIPERS ARE ON

Many cars now have daytime running lights. But when weather is inclement, turning on the headlights significantly improves the ability of other drivers to see a car and reduces the chance of an accident. Only 19 states currently have laws that require drivers to turn on their headlights when the windshield wipers are in use.

CR'S TAKE *Automakers could decrease visibility dangers for all motorists by installing headlights that automatically turn on when the windshield wipers are activated. It is an inexpensive and potentially lifesaving investment.*

REAR-SEAT SAFETY

Front-seat passengers are at an advantage in terms of protective safety technologies, assuming everyone is belted in. Data show that belted backseat passengers—with the exception of young children who have the protection of child restraints—may fare poorly in crashes compared with those in the front seat.

CR'S TAKE *More attention needs to be paid to increasing safety in the backseat, especially because it affects those who sit there most often: children and adolescents. Technologies such as seat-belt pretensioners—which tighten the belt in anticipation of impact—and additional frontal and side airbag protection are key. Consumer Reports believes that rear-seat passengers require protection with the same vigilance as front-seat passengers.*

ALCOHOL-DETECTION SYSTEMS

NHTSA Administrator Mark Rosekind has said the agency is working toward finalizing technology for alcohol-detection systems in cars and commercial vehicles. The system would be able to detect alcohol either on the breath of a driver or through a laser scan of the driver's finger.

CR'S TAKE *Alcohol-fueled crashes kill almost 10,000 people per year, according to NHTSA. And more than 1 million arrests were made in 2012 for driving while impaired by alcohol or narcotics, according to the Centers for Disease Control and Prevention. Using technology to keep a drunk driver from taking the wheel is a smart next step for road safety.*

ILLUSTRATIONS BY THOMAS POROSTOCKY

STORMY WEATHER accounts for an average of more than 500,000 crashes each year.

When Allan Alaspa, a retired engineer living in Austin, Texas, went to purchase a 2014 Buick Regal, he had no interest in paying an additional $1,695 for its Driver Confidence Package that included FCW and AEB along with adaptive cruise control. But thanks to a special at the dealership, he wound up with it anyway, just without the high add-on price tag.

It wasn't long before he started gaining confidence in his new car's safety features. "On two or three occasions, the car actually started braking for me," he says, describing one encounter with an erratic driver in a parking lot. If not for Alaspa's automated system, he may well have been in a costly collision.

"I was going for the brake when the car automatically started braking, as well as the alarm sounding," he says. Getting the system, "was cheap compared to what an accident like that might have cost."

Now he's an admitted convert, saying: "Didn't want it. Now I won't buy another car without it."

Adds survey respondent Trisha Jacobson, owner of a 2015 Hyundai Sonata: "It gives us a good feeling of security in the event it is ever needed."

The DOT recently announced an initiative to prompt the auto industry to be more proactive in identifying safety issues and finding solutions for them.

Room for Improvement

Of the 6,600 owners surveyed by Consumer Reports whose cars had FCW with AEB, about 32 percent—or 2,100 people—reported that they had personally experienced the system activation and were able to avoid an accident, and the injury or damage that could have resulted.

Of course, the systems are not perfect. False alerts do occur. In our survey many owners said their FCW system activated when it wasn't warranted. Those with AEB had similar experiences when the brakes clamped for no apparent reason.

Mike Lemoine, owner of a 2014 Jeep Grand Cherokee, realizes the safety

PHOTO: GETTY IMAGES

features could save his life–but says they can also be irritating on occasion.

"It works very well, but does falsely detect collision risks when a car in front of you enters a turn lane and slows down while you are continuing on in the straight lane. Sometimes it's due to the other car being close to the line or gradually exiting," Lemoine says.

Jake Fisher, director of auto testing at Consumer Reports, says the features will improve as they evolve.

"While some people could get frustrated with the warnings, we have heard from thousands who have had the system prevent a crash," Fisher says. "They're willing to put up with a few false alerts to get the greater safety benefit."

Making Safety Standard

Roughly 60 percent of all new 2016 cars are expected to have some version of those technologies available as an option. But the features are too often bundled with add-ons such as sunroofs or infotainment systems.

Historically when new technologies are developed, they are expensive for a manufacturer to introduce and roll out. That's why luxury and premium vehicles have usually seen the safety systems first.

But NHTSA has taken big steps to encourage the technology. And over time economies of scale allow emerging innovation to be rolled out industry-wide, and the cost comes down.

"Bundles of safety features can cost between $500 to $3,000, depending on what's included," says Mel Yu, Consumer Reports auto analyst. "We will soon see those features come as standard, without raising the price of the vehicle."

The DOT recently announced a collaboration between the government and 18 automotive manufacturers to prompt the auto industry to be more proactive in identifying safety issues and finding solutions for them.

In the past, automakers have been proprietary about new technologies, even in the safety area, competing to develop those features and get them into vehicles. Consumer Reports believes government and industry should work together in the new venture to further encourage adoption by setting uniform standards for the technologies.

A recent Consumer Reports survey shows that safety tops the list of factors buyers value most when they are considering new cars.

Even the automakers' most fervent backers believe it will take seven or eight years for widespread adoption of AEB throughout the industry, NHTSA Administrator Mark Rosekind said at a recent industry event.

Though the regulatory agency he leads has taken important steps to push for AEB, it stopped short of flexing its rulemaking authority and establishing a set deadline for that to happen.

Nevertheless, Rosekind said regulations may come if automakers are "still struggling" to offer AEB.

"Automatic braking saves lives," said William Wallace, policy analyst for Consumers Union, the policy and advocacy arm of Consumer Reports. "We're glad that some automakers have committed to making this technology standard–so that anyone who buys a new car can benefit from it–and it's time for the remaining companies to get onboard. If they don't, or if automakers lag in rolling out this technology across their whole fleet, NHTSA shouldn't hesitate to require it."

A recent Consumer Reports survey shows that safety tops the list of factors buyers value most when they are considering new cars. And when vehicles like the Scion iA, which sells for $16,695, now come with standard low-speed AEB, it's clear that price should no longer be a barrier where safety is concerned.

Though Consumer Reports is reserving judgment on other new safety technologies–such as lane-departure warning with lane-keeping assist–we believe FCW and AEB stand out and already have been proved to save lives.

Those advances may offer financial advantages, too. Several insurers have said that they will offer a pricing break for vehicles that have AEB.

One day cars will be able to drive themselves; AEB is one of the prerequisites that will allow for that kind of self-driving car technology.

Meanwhile, Volvo, a leader in automotive safety, is taking its own steps to improve the safety of its fleet. Using technology such as FCW, AEB, and self-driving software, Volvo has set what appears to be a utopian, if not outright impossible, agenda for itself.

The automaker wants to eliminate all deaths or serious injuries in all new Volvo vehicles beginning in 2020. Other automakers are also making investments toward a similar outcome. They just haven't been as bold or as public about it.

"Targeting zero deaths is problematic because you have to look at all cases, and outliers," says Erik Coelingh, Volvo's senior technical leader tasked with reaching the goal.

Volvo is looking into the types of accidents most prone to kill or injure people–including intersection collisions, scenarios where vehicles drive off the road, and those that involve large animals, such as deer and moose. And then figure out the safety antidotes. Why aim for zero, he was asked? Because, Coelingh says, "It's the only acceptable number."

LEARN

For our comprehensive guide to which cars have the most advanced safety features, go to **ConsumerReports.org/cro/2015/01/advanced-safety-system-list/index.htm**

PROFILES

Expert reviews, test results, and survey data on the most important new cars, SUVs, minivans, and trucks on the market–plus overviews on all 36 brands

CLOSE QUARTERS
The Mazda Miata's cabin remains true to its roots, with body-hugging seats. Its profile is on page 56.

How to Read the Profiles Charts

☑ Recommended Vehicles
To earn this check mark, vehicles must perform well in our testing, have average or better reliability, and perform adequately if included in safety tests by government and insurance-industry crash-test facilities.

OVERALL SCORE 84

Overall Score is a comprehensive score that incorporates road-test performance, predicted reliability, owner satisfaction, and safety. A range of numbers signifies that multiple versions of the vehicle or powertrains were tested.

Price is the manufacturer's suggested retail price for the vehicle, without options or destination charges. An "E" indicates an estimated price.

Road-Test Score shows how the vehicle performed in our 50 objective and subjective tests. A range of numbers means we tested multiple powertrains or versions.

Reliability is our forecast of how well a model is likely to hold up, derived from our Annual Auto Survey. Detailed reliability history charts start on page 87.

Better ◀ ● ◒ ○ ◒ ● ▶ Worse

Owner Satisfaction also comes from our Annual Auto Survey, where we ask subscribers whether they would definitely buy or lease their current vehicle again. A top score ● indicates that 80 percent or more would do so. The lowest score ● indicates that fewer than 50 percent would do so.

MPG is CR's overall fuel consumption, based on city and highway driving, for the vehicles we've tested recently. A range of numbers signifies that we tested multiple powertrains or versions.

Untested or To Be Tested models do not have overall or road-test scores, or fuel consumption data. An asterisk (*) means rating is based on limited data.

ACURA

Honda's premium brand makes cars and SUVs positioned above the mainstream but below Lexus and the European luxury competitors. The engines and transmissions combine to provide good power and fuel economy. Ride and handling are sound but they aren't standout qualities. Reliability, once a strength, is now below average, mostly due to problems with the new transmissions and infotainment systems in its sedans. Acura's controls and touch screens tend to be annoying and unintuitive. The MDX and RDX SUVs, and the TLX sedan, scored well in our tests. But we were entirely unimpressed with the ILX and RLX sedans.

Acura ILX

OVERALL SCORE 57

PRICE	ROAD-TEST SCORE
$27,900-$34,890	61

Reliability ◒* Satisfaction ○ MPG 28

Acura's entry-level compact sedan got a slight makeover for 2016, but don't expect a bargain luxury sedan. The sole powertrain is a 2.4-liter four-cylinder and eight-speed automated-manual transmission. Acura failed to address the stiff, jumpy ride, and handling is more mundane than sporty, but ultimately secure. Road noise is incessant and the new transmission makes the car hesitate off the line. Once underway, the gearbox feels reluctant to downshift, lugging the engine when you need power. The lack of lumbar support for the driver's seat is another knock, and the infotainment system is not very intuitive. Available safety features include road-departure and forward-collision mitigation systems, and lane-keep assist.

Acura MDX

OVERALL SCORE 76

PRICE	ROAD-TEST SCORE
$42,865-$57,080	79

Reliability ◒ Satisfaction ● MPG 21

This functional, family-friendly, and competitively priced luxury SUV is comfortable, quick, and quiet, with generous space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 is silky smooth and delivers more than adequate acceleration. We measured a very commendable 21 mpg overall with the new nine-speed automatic, but the transmission is not always smooth or responsive. The push-button shifter is unintuitive to use, as is the infotainment system. The FWD version should have better fuel economy. Most trims include safety systems such as lane-keeping assist and forward-collision avoidance. The dual-screen control interface is frustrating to use.

Acura RDX

OVERALL SCORE 72

PRICE	ROAD-TEST SCORE
$35,270-$43,420	75

Reliability ◒ Satisfaction ○ MPG 22

Derived from the Honda CR-V compact SUV, the RDX is well-equipped for the price. The very smooth, capable, and sweet-sounding V6 is a bit more powerful for 2016, and will likely still return 22 mpg overall. Handling is not especially agile, and the ride is a little stiff. We also found that the front wheels can easily spin on wet pavement before the AWD system transfers power to the rear wheels. Despite updates for 2016, the interior is rather forgettable for an upscale SUV, lacking some luxury features usually found on its competitors. The freshening also brought Acura's convoluted dual-screen control system. Still, the seats are comfortable and the rear seat is roomy. The Acura Watch safety package is available on all trims.

Acura RLX

OVERALL SCORE 59

PRICE	ROAD-TEST SCORE
$50,950-$65,950	75

Reliability ● Satisfaction ○ MPG 23

Acura's flagship falls well short of its competitors, and misses some of the key attributes that make up a luxury sedan. The ride is jumpy and unsettled, and the lack of handling agility makes the car feel ungainly. A high point is the responsive 310-hp V6 and six-speed automatic transmission. Our tested FWD model averaged 23 mpg overall. The pricey all-wheel-drive hybrid gets an EPA-rated 30 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the overly complicated controls serve as an ergonomics lesson in what not to do. 2016 brings safety features such as a surround-view camera and cross-traffic monitor. Reliability has dropped to much worse than average.

Acura TLX

OVERALL SCORE 55-57

PRICE	ROAD-TEST SCORE
$31,695-$44,800	75-79

Reliability ● Satisfaction ◒ MPG 25-27

The new TLX is Acura's best sedan. It's available with either a four- or a six-cylinder engine, but all-wheel drive is only available with the V6. The 2.4-liter uses an eight-speed automated manual that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but its nine-speed automatic shifts roughly. Handling is responsive, but not sporty, although the ride is quite comfortable. The cabin is quiet, but rear-seat room is so-so. A generous roster of advanced safety systems includes front-collision mitigation, lane-departure warning, lane-keep assist, adaptive cruise control, and blind-spot monitors. First-year reliability has been much below average.

ALFA ROMEO

This famed Italian marque, discontinued in the U.S. in the early 1990s, is now in the midst of a comeback. Its first product is the sporty 4C, sold through Maserati dealers. In summer 2016 the Giulia sports sedan will roll out to compete with the BMW 3 Series and Mercedes C-Class. Alfa Romeo is part of the Fiat Chrysler Automobiles conglomerate, which also owns all the Chrysler brands. We expect the Alfa models to initially have high owner-satisfaction scores, but Fiat Chrysler Automobiles have had low reliability scores in our surveys.

Alfa Romeo 4C

NOT TESTED

PRICE
$53,900-$68,400

Reliability ●* Satisfaction ◒*

Alfa's 4C is a super-light two-seat, mid-engine sports car for people who live more for the track than their commute. In concept it resembles the departed Lotus Elise, but with slightly more creature comforts. It weighs only about 2,500 pounds. The 4C is powered by a 1.7-liter turbo four that cranks out 237 hp and uses a dual-clutch six-speed automated manual that can be shifted manually. With its feather-like weight, low center of gravity, and race car-like weight distribution, the 4C is a pure sports car that's tailored for super agile handling. While handling is superlative, the unassisted steering requires a high effort at low speeds, and visibility and access are challenging. A Spider version is available with a removable fabric roof panel.

Alfa Romeo Giulia

TO BE TESTED

PRICE
$40,000-$70,000E

Reliability ●* Satisfaction ◒*

When the 2017 Giulia arrives this summer, it will be offered in a number of flavors, from mild to spicy. First to arrive is the $70,000 Quadrifoglio version, which will use a Ferrari-developed 505-hp, 2.9-liter twin-turbocharged V6 that Alfa claims will zip the car from 0-60 mph in just 3.8 seconds. If you want some flash but don't need all that dash, mainstream editions go on sale about one month later. The typical Giulia will have a 276-hp, 2.0-liter turbocharged four-cylinder, mated to an eight-speed automatic. It will start at around $40,000, with rear- and all-wheel drive offered. Interior fit and finish appear solid, with supportive seats and soft-click switchgear that is easily accessible.

AUDI

This luxury brand is known for technology and style as much as its performance, luxurious interiors, and Quattro all-wheel-drive system. Most models, such as the A6 and A8 sedans, the Q5 SUV, and the TT coupe, are solid performers and have high-grade interiors. The entry-level A3 lacks the expected content for the price, although the Q3 SUV better delivers on its luxury promise. A redesigned Q7 three-row SUV is just out, and a new A4 sedan arrives soon. Reliability has been solidly above average as of late, and most models do well in our owner satisfaction survey.

Audi A3

OVERALL SCORE 73

PRICE
$30,900-$42,500

ROAD-TEST SCORE
77

Reliability ○ Satisfaction ◒ MPG 27

Audi's A3 is a compelling entry-level luxury car, but it lacks some expected features for its price and the interior feels austere. It's solid, quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make it enjoyable to drive. Base FWD models come with a 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The car has ample power once underway, but it can feel flat off the line. AWD versions have a stronger 2.0-liter turbo engine. Gripes include an infotainment system that takes time to master and a tight rear seat. It's easy to hit $40,000 with just a few options. A sporty S3 with a 292-hp 2.0-liter turbo, a convertible, and a hatchback plug-in hybrid are available. First-year reliability has been average.

Audi A4

TO BE TESTED

PRICE
$37,300-$48,000

Reliability ◒ Satisfaction ◒

The redesigned A4 goes on sale this spring. It is powered by a 2.0-liter turbo four-cylinder, mated to a standard seven-speed dual-clutch automatic. With the new A4, Audi is targeting fuel efficiency through new drivetrains, weight savings, and driver-assistance technology. Audi says a new powertrain feature will save gas when coasting downhill. In addition, the adaptive cruise control will take topography and speed limits into account when setting speed and selecting gears. The car will feature a fully digital instrument panel, and a new infotainment display that houses the simpler Multi Media Interface. A new smartphone interface integrates Apple CarPlay and Android Auto. A new S4 will be introduced later in the year.

Audi A5

NOT TESTED

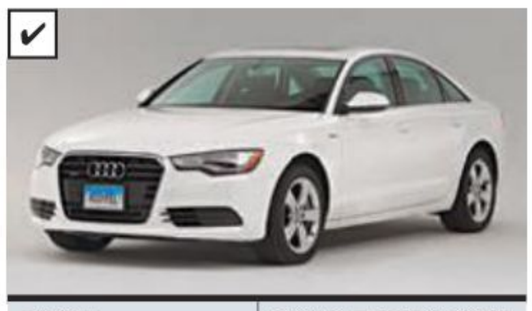
PRICE
$40,500-$61,100

Reliability ◒ Satisfaction ◒

Derived from the outgoing A4, the A5 coupe and convertible have quiet, luxurious cabins. Although snug, the rear seat is one of the best in any convertible. The car drives well, with nimble handling and a firm, road-hugging suspension. Power from the base 2.0-liter, turbo four-cylinder is ample, but it sounds raspy; the eight-speed automatic is supersmooth. Interior fit and finish is superb and the seats are supportive. The controls take some time to get used to, but are generally logical. The convertible is almost devoid of wind buffeting, and you can operate the insulated soft top up to 30 mph. The S5 uses the supercharged V6 and seven-speed automated manual, and the high-performance RS 5 sports a 450-hp V8.

Audi A6

OVERALL SCORE 84



PRICE
$46,200-$70,900

ROAD-TEST SCORE
90

Reliability ◒ Satisfaction ● MPG 22

Audi's A6 has commanding ride and handling, strong performance, great seats, and excellent fit and finish. The 2.0-liter, turbo four-cylinder works well, but has a raspy, less-than-luxurious engine sound. The 3.0-liter, supercharged V6 is smooth and punchy, while the 4.0-liter V8 in the S6 delivers effortless thrust. Front-drive versions get the four-cylinder and a seven-speed automated manual. All-wheel-drive versions can also be equipped with the four-cylinder, but use the smooth eight-speed automatic. The controls take some getting used to, but prove logical. 2016 brings a standard USB port, eliminating the annoying proprietary connector. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Audi A7

NOT TESTED

PRICE
$68,300-$108,900

Reliability ◒ Satisfaction ●

This stylish hatchback version of the A6 sacrifices some access, rear-seat room, and visibility in exchange for sportiness and looks. Still, with its rear hatch and generous interior, the A7 provides a healthy dollop of practicality. Handling is responsive and secure, and the ride is steady, though firm, particularly on the optional 20-inch tires. The interior is very luxurious, but the controls take some time to master. A mid-cycle freshening brought tweaks to nearly every engine. The 3.0-liter, supercharged V6 is good for 333 hp while a 450-hp, 4.0-liter V8 powers the S7. If you need more gusto, the RS 7's engine puts out 560 hp. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Audi A8

OVERALL SCORE 86

PRICE
$81,500-$137,900

ROAD-TEST SCORE
91

Reliability ◒* Satisfaction ◒ MPG 21

Audi's flagship provides smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. The ride is firm and steady, but not as cushy as in the Mercedes-Benz S-Class. Interior ambience, quality of materials, and craftsmanship are top-notch. The front seats are exceptionally comfortable and supportive, with a variety of massage settings. Demerits include controls that are daunting at first, and a relatively small trunk. Engines range from diesel and gas V6s to a V8, turbo V8, and a V12. The diesel is under investigation by the EPA for not complying with emissions regulations.

Audi Allroad

OVERALL SCORE 81

PRICE	ROAD-TEST SCORE
$42,700	82

Reliability ● Satisfaction ◒ MPG 22

Based on the outgoing A4, the Allroad provides rugged styling details and slightly higher ride height. Responsive handling makes the Allroad fun to drive, and the cabin is quiet and very well-finished. A spunky, turbocharged four-cylinder engine is matched with a slick eight-speed automatic, providing adequate, though not remarkable, acceleration. We measured 22 mpg overall, which is competitive with most luxury compact SUVs. A power-operated liftgate and three-zone climate control system are standard. As compelling as the Allroad is, Audi's Q5 SUV has the same powertrain, costs less, offers more rear-seat room and cargo space, and has a greater towing capacity. Reliability has been well above average.

Audi Q3

OVERALL SCORE 80

PRICE	ROAD-TEST SCORE
$33,700-$35,800	77

Reliability ● Satisfaction ◒ MPG 22

A tidy, compact crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic, and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic looking, but it gives a sense of quality. Demerits include the tight quarters, cramped driving position, and controls that take some getting used to. Front- and all-wheel drive is available. First-year reliability has been much better than average.

Audi Q5

OVERALL SCORE 75

PRICE	ROAD-TEST SCORE
$40,900-$53,300	78

Reliability ◒ Satisfaction ◒ MPG 21

The Q5 is nearly as fun and as rewarding to drive as a sports sedan. The ride is steady and composed on the highway, but can feel too firm at first. Its turbo four-cylinder engine and eight-speed automatic racked up a commendable 21 mpg overall in our tests. Though the four-cylinder delivers plenty of performance, it is louder and less refined than the 3.0-liter, supercharged V6, which is a real treat. The cabin is elegantly modern and quiet, with very supportive seats, but rear-seat and cargo space are modest. The infotainment system has a steep learning curve, but ultimately proves logical. A sportier 354-hp SQ5 and a hybrid are available. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Audi Q7

TO BE TESTED

PRICE
$54,800-$64,300

Reliability ○* Satisfaction ◒*

Audi's redesign of its luxury three-row SUV has resulted in a lighter-weight SUV that sits lower than the previous generation. It employs Audi's supercharged 3.0-liter V6, which puts out 333 hp and is mated to a supersmooth eight-speed automatic. The result is effortless acceleration, and EPA fuel economy estimates are 21 mpg overall. The new Q7 is very quiet, instilling a sense of calm and tranquility. Ride comfort is commendable, with a plushness and control befitting a luxury car, particularly on the optional air suspension. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster.

Audi TT

OVERALL SCORE 81

PRICE	ROAD-TEST SCORE
$42,900-$51,900	84

Reliability ◒* Satisfaction ●* MPG 26

The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder, while the TTS features a 292 hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a fair dose of steering feedback. The ride is firm, but not punishing, and noise is kept at bay. Inside the snug interior is Audi's new customizable 12.3-inch digital instrument panel, which replaces all conventional gauges and the typical mid-dash screen. HVAC and seat-heat controls are all incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance.

BMW

While still lords of the autobahn, most current BMW models aren't quite the ultimate driving machines of the past. Instead, they focus more on technology, comfort, refinement, and fuel efficiency. BMW still offers fun-to-drive sporty cars, such as the 2 Series coupe and M-designated models, along with very plush luxury cars and a wide variety of polished SUVs. The i sub-brand includes two electric cars, the small i3 and more performance-oriented i8. The iDrive infotainment control system has become more intuitive since its inception more than a decade ago. Reliability has been mostly average.

BMW 2 Series

OVERALL SCORE 94

PRICE	ROAD-TEST SCORE
$32,850-$50,750	98

Reliability ● Satisfaction ● MPG 25

This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. The 228i comes with a 240-hp, 2.0-liter four-cylinder; the uplevel M235i we tested has a terrific 320-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. Available six-speed manual and eight-speed automatic transmissions are slick and smooth. The excellent front seats have ample space, but the rears are very cramped. Interior appointments are first-rate, but the iDrive control system takes time to fully master. All-wheel drive and a convertible are both available. Reliability has been much better than average. For 2016, a 365-hp M2 version arrives with sportier handling.

BMW 3 Series

OVERALL SCORE 75-77

PRICE	ROAD-TEST SCORE
$33,150-$63,200	84-86

Reliability ○ Satisfaction ◒ MPG 28-35

The 3 Series boasts commendable ride comfort, noise isolation, and interior fit and finish. The turbo four-cylinder makes the 328i quick yet returns a frugal 28 mpg overall. Handling is very capable, but isn't as sharp as past BMWs and overall the 3 Series isn't as engaging to drive as earlier versions. BMW aims to sharpen agility with steering and suspension changes for 2016. Despite some diesel clatter, the 328d gets a standout 35 mpg overall, and its 49 mpg on the highway gives it an impressive range of 735 miles. You can also choose a hybrid, wagon, and less powerful 320i. The M3 can give ultra-high-performance cars a run for their money. 2016 brings a new six-cylinder engine and a plug-in hybrid. Reliability has been average.

BMW 4 Series

NOT TESTED

PRICE
$41,850-$73,900

Reliability ○ Satisfaction ●

The 4 Series coupe, convertible, and four-door Gran Coupe hatchback based on the 3 Series sedans pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sportster. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged 2.0-liter four-cylinder is sparing with fuel; the 3.0-liter six-cylinder turbo is supersmooth and delivers effortless punch. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.

BMW 5 Series

OVERALL SCORE 66

PRICE	ROAD-TEST SCORE
$50,200-$94,100	81

Reliability ◒ Satisfaction ● MPG 23

No matter your tastes, the 5 Series offers an engine to satisfy your appetite. In our tests, the turbo six-cylinder in the 535i delivered strong, smooth acceleration, and the eight-speed automatic shifted imperceptibly. At 23 mpg overall, fuel economy is commendable for such a quick and substantial sedan. Frugal-minded buyers can get a hybrid or diesel model; autobahn-stormers can opt for the M5 and its 560-hp 4.4-liter turbo V8. The ride is elegant and composed. But while handling is taut, the car's vague steering hurts its fun-to-drive quotient. Interior fit and finish is excellent, but the controls take some getting used to and rear-seat room isn't very generous. Reliability has dropped to below average. A redesign is imminent.

BMW 6 Series

NOT TESTED

PRICE
$77,300-$122,200

Reliability ○* Satisfaction ●

Based on the 5 Series, this sleek grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupe version. Power comes from a 3.0-liter, turbocharged six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a seven-speed automated manual in the M6. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its progenitor. The M version is even more performance-oriented. It's quick, capable, and enjoyable to drive.

BMW 7 Series

OVERALL SCORE 87

PRICE	ROAD-TEST SCORE
$81,300-$97,400	99

Reliability ○* Satisfaction ◒* MPG 21

Among ultra-luxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. Fully redesigned for 2016, the new 7 is lighter and nimbler, with an impressively steady ride. The base 740i is powered by a 3.0-liter turbo six-cylinder. Our typically equipped 750i, with the polished and punchy 445-hp, 4.4-liter turbo V8 and all-wheel drive, rang in at $110,645. The luxurious interior is impeccable, with supremely comfortable seats. Rear-seat dignitaries enjoy a ton of room, a massage feature, and the ability to control climate, audio, and sunshades. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.

BMW X1

TO BE TESTED

PRICE
$34,800

Reliability ○* Satisfaction ◒*

The redesigned 2016 X1 moves to a new platform and includes more high-tech features. It shares its architecture with the new Mini Clubman, a front-drive-based car. The X1, however, is only available with all-wheel drive, and is powered by a new 228 hp, 2.0-liter turbocharged four-cylinder. Prices start at an inviting $34,800, but typically equipped the X1 breaks the $40,000 mark. It competes with the Audi Q3 and Mercedes GLA. With a relatively low ride height, it almost feels like driving a BMW sedan. Although capable and responsive, ride and handling are more ordinary than sporty. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials, supportive seats, and high-tech features.

BMW X3

OVERALL SCORE 76

PRICE	ROAD-TEST SCORE
$38,950-$46,800	82

Reliability ○ Satisfaction ● MPG 23

This is one of the best upscale SUVs, melding SUV utility with luxury car attributes and driving fun. It has precise handling and a composed ride, although the body tends to rock side-to-side on uneven pavement. The 2.0-liter, turbo four-cylinder returned a very good 23 mpg overall and the eight-speed automatic shifts seamlessly. But this engine is a bit short on refinement, with a diesel-like clatter. The six-cylinder in the 35i is silky smooth. The interior is beautifully finished, with firm and supportive front seats. The rear seat is roomy, though the cushion is a bit low. Some controls take time to master, and despite the X3's price, the must-have rear-view camera is optional. A diesel and a rear-drive version are available.

BMW X4

NOT TESTED

PRICE
$45,250-$49,700

Reliability ○* Satisfaction ●*

Emphasizing sport over utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Seating is a bit lower than in the X3, which instills a more sporty experience. Cargo and rear-seat space under the sloping roofline is considerably smaller than in the X3, making the X4 a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 300-hp, 3.0-liter turbo six-cylinder that is particularly smooth and powerful. Both engines are mated to an eight-speed automatic transmission, and all-wheel drive is standard. Optional 19-inch tires make the ride a bit too jiggly.

BMW X5

OVERALL SCORE 73

PRICE	ROAD-TEST SCORE
$53,900-$98,800	84

Reliability ◒ Satisfaction ● MPG 21

The X5 delivers a refined driving experience. Its 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, delivers effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, but the third-row seat is suitable only for kids. BMW's iDrive infotainment system is more intuitive now, but still requires a learning curve. Optional safety systems are comprehensive. A 4.4-liter V8 and a diesel are available. A plug-in hybrid with a 2.0-liter twin-turbo four-cylinder can drive on electric power for short distances. Reliability has dropped to below average.

BMW X6

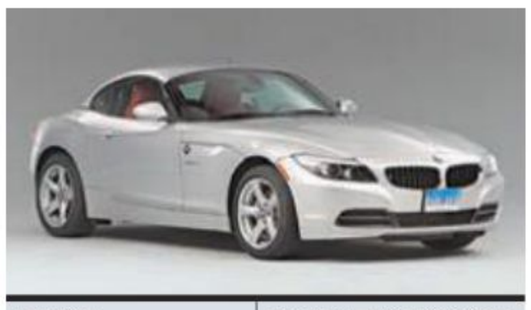
PRICE
$59,800-$102,200

Reliability ○* Satisfaction ◒*

NOT TESTED

This coupelike sporty SUV is based on the smooth and capable X5, which is a good place to start. Unlike its sibling, the styling severely hampers rear visibility, cabin access, and cargo room in the X6. More than just a new body, though, the X6 is sportier than the X5, with tauter handling and a slightly stiffer ride. Most versions are powered by a 3.0-liter, turbocharged six-cylinder, which returned 21 mpg overall in our tested X5. A 4.4-liter turbocharged V8 is also offered. The interior is luxurious and well crafted, and the seats are supportive for long trips. Some controls, however, take time to master. A rear-wheel-drive version is available.

BMW Z4



PRICE	ROAD-TEST SCORE
$49,700-$66,350	74

Reliability ○* Satisfaction ◒* MPG 28

OVERALL SCORE 70

The Z4 looks sharp but isn't as entertaining as we expect a sports car to be. Handling is secure, but vague steering, a penchant for pushing wide through corners, and a jittery ride undermine the fun factor. Its 2.0-liter, turbo four-cylinder is plenty powerful and returned 28 mpg overall, but it has a diesel-like idle. The six-speed manual feels crisp and is easy to shift. An eight-speed automatic is optional, as are powerful six-cylinder engines that come with a seven-speed sequential transmission. The well-finished cabin has plenty of leg and head room but feels narrow. The iDrive infotainment system can be fussy to use, especially when the Z4 is equipped with a manual transmission. The retractable hardtop keeps it fairly quiet inside.

BMW i3

PRICE	ROAD-TEST SCORE
$42,400-$47,900	79

Reliability ◒ Satisfaction ◒ MPGe 139

OVERALL SCORE 64

BMW's electric car is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the gas pedal. Reliability has been below average.

BUICK

Buick is attempting to shed its stodgy image with a competitive product line that's positioned in between mainstream and luxury brands. Most models are upscale and refined, with well-crafted interiors and straightforward infotainment systems. Most Buicks can't match the latest competitors' gas mileage, however. New additions include the Cascada convertible, upcoming Envision SUV, and redesigned LaCrosse sedan. Reliability has been solid, mostly because Buick products are slightly older designs that have had the bugs worked out.

Buick Cascada

PRICE
$33,990-$36,990

Reliability ○* Satisfaction ◒*

TO BE TESTED

The front-wheel-drive Cascada is a four-seat soft-top convertible. Power comes from a 200-hp, turbo 1.6-liter four-cylinder mated to a six-speed automatic. Leather seats, 20-inch wheels, and a touch-screen infotainment system are standard. Drivers who suddenly find they've had too much sun can raise the power-operated fabric roof in 17 seconds at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. A partition in the trunk needs to be pulled in order to let the top fold. Safety equipment includes forward-collision alert, lane-departure warning, rear-view camera, and an active rollover system that pops roll bars up from the rear head rests if the car begins to tip.

Buick Enclave

PRICE	ROAD-TEST SCORE
$39,065-$49,515	77

Reliability ◒ Satisfaction ◒ MPG 15

✔

OVERALL SCORE 76

Even after six years on the market, the large Enclave remains a competitive three-row SUV. We liked its firm, comfortable ride and secure handling. The cabin is quiet, the interior is nicely finished, and the seats are comfortable. But the Enclave is beginning to show its age through some of the outdated controls and limited feature content. The 3.6-liter V6 engine and six-speed automatic transmission are smooth and unobtrusive, but the engine feels taxed and at times the powertrain has to work hard to move this large SUV. We got a paltry 15 mpg overall in our tests. Adults can fit in the roomy third row, a plus. Forward-collision and lane-departure warning systems are available.

Buick Encore

PRICE	ROAD-TEST SCORE
$24,065-$31,285	69

Reliability ● Satisfaction ○ MPG 23

OVERALL SCORE 73

Derived from the small Chevrolet Sonic, this subcompact SUV feels relatively posh, with a well-finished, quiet cabin and a ride that's better than some bigger SUVs. On the downside, the little 1.4-liter turbo four-cylinder and six-speed automatic deliver plodding acceleration and just fair fuel economy. The Encore's tidy size makes it easy to maneuver and its handling is sound, if unexceptional. Despite the luxury ambience, the interior is narrow and cramped, and the swoopy styling intrudes on the view aft. Reliability has been much above average, but the Encore scored too low in our testing to be recommended. A more powerful Sport Touring version is new for the 2016 model year.

Buick Envision

PRICE
$35,000-$39,000E

Reliability ○* Satisfaction ○*

TO BE TESTED

Based on a platform that is also the basis for GM's global compact sedans, the Envision is Buick's entry into the luxury compact SUV segment. Slightly smaller than the current Equinox, the new China-built Envision will use a new 252-hp, 2.0-liter turbocharged four-cylinder engine mated to a six-speed automatic transmission. All-wheel drive is standard. The interior is well-finished and features a relatively roomy rear seat. The suite of active safety equipment includes standard forward -ollision warning and lane-departure mitigation systems, as well as optional automatic braking. Look for the Envision in dealerships this summer.

Buick LaCrosse

OVERALL SCORE 72-75

PRICE $31,065-$40,675 | **ROAD-TEST SCORE** 76-80

Reliability ○ Satisfaction ◒ MPG 20

Thanks to its luxurious, well-finished, and roomy interior, and supple ride, the LaCrosse is a competitive large sedan, but its design dates back to 2009. A four-cylinder "hybrid" with start-stop gets 26 mpg overall. All-wheel drive is available with the V6. Handling is responsive and the ride is very comfortable. The quiet cabin feels plush, rear-seat room is generous, the seats are supportive and comfortable, and the controls are mostly simple. However, the cockpit is narrow and styling severely compromises visibility. A rear-view camera is standard. Available safety features include forward-collision alert, lane departure warning, and rear cross-traffic alert. Reliability has been average. A redesign arrives this summer.

Buick Regal

OVERALL SCORE 78

PRICE $27,065-$36,490 | **ROAD-TEST SCORE** 83

Reliability ◒ Satisfaction ◒ MPG 24

This well-honed and satisfying sports sedan has a European feel thanks to its Opel roots. It is the antithesis of the whitewall-tired Buick of old. With its agile handling, quick steering, and a taut, steady ride, the Regal is one of Buick's best offerings. The 259-hp, 2.0-liter turbo four-cylinder delivers strong performance and 24 mpg overall. High-quality materials are used throughout the cabin. The front seats are firm and supportive, though the rear seat is quite snug. The large trunk is a bonus. Infotainment system controls are mostly simple, and all-wheel drive is available on all trim lines. Overall, this is a highly capable, yet understated car. The GS is a sportier version with a tauter suspension.

Buick Verano

OVERALL SCORE 71

PRICE $21,065-$28,670 | **ROAD-TEST SCORE** 73

Reliability ○ Satisfaction ○ MPG 24

The Verano is based on the Chevrolet Cruze, and tries to pack luxury into a compact package. A high point is its commendably quiet cabin. Power from the 2.4-liter four-cylinder is adequate, but the engine sounds raspy and its 24 mpg overall is among the worst in the class. An available 2.0-liter, turbocharged four-cylinder makes the car quicker and quieter. It rides relatively comfortably, and handling is responsive though not as sporty as the Regal's. The interior is roomy enough up front, but very cramped in the rear. The lack of power recline and adjustable lumbar support for the driver's seat is chintzy. Forward-collision and lane-departure warning systems are readily available.

CADILLAC

GM's flagship brand builds cars and SUVs with edgy styling and impressively finished interiors. Recent models have had a focus on reduced weight and improvements in handling. In testing we found the ATS and CTS more sporty to drive than their German competitors. But the infuriating and difficult-to-use Cue touch-screen system holds the brand back. "V" branded models are especially sporty and engaging to drive. 2016 brings a new naming convention, starting with the CT6 luxury sedan and the XT5 SUV, which is the replacement for the outdated SRX. Reliability has not been a strength.

Cadillac ATS

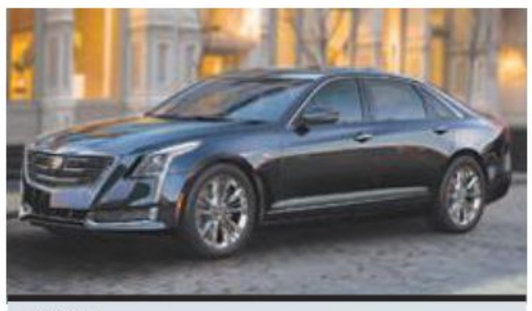
OVERALL SCORE 57

PRICE $33,215-$62,665 | **ROAD-TEST SCORE** 79

Reliability ● Satisfaction ◒ MPG 23

Offered in rear- or all-wheel drive, the ATS has nimble, capable handling and sharp steering that makes it a treat to drive. Three engines are offered: a 2.5-liter four-cylinder, a 3.6-liter V6, and a 2.0-liter turbo four-cylinder. The turbo is quick, but doesn't feel powerful and got just 23 mpg overall. The six-speed automatic is a step behind the seven and eight speeds of most competitors. A manual is available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug. The high-performance ATS-V gets a 464-hp, twin-turbo V6. Reliability has remained much below average.

Cadillac CT6



TO BE TESTED

PRICE $53,495-$64,395

Reliability ○* Satisfaction ◒*

Cadillac's new flagship fits above the CTS and below the BMW 7 Series and Mercedes-Benz S-Class. Its lightweight aluminum and steel body is 400 pounds lighter than those cars in an effort to make the CT6 sporty and fuel-efficient. In our brief experience with a turbocharged four-cylinder engine and rear-wheel-drive version, we found that this large sedan possesses some athletic chops. Most buyers will opt for the mid-level nonturbo V6, while the top trim carries a 400-hp twin-turbocharged V6. All three get an eight-speed automatic; all-wheel drive is standard with the V6s. The interior is posh and impeccably finished, but still saddled with Cadillac's tedious Cue infotainment touch screen.

Cadillac CTS

OVERALL SCORE 70

PRICE $45,560-$69,955 | **ROAD-TEST SCORE** 81

Reliability ○ Satisfaction ◒ MPG 21

The CTS is a luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating. Much of the blame goes to the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is snug and the trunk is relatively small. Neither the four-cylinder turbo nor the 3.6-liter V6 is as refined as the best in class. The high-end V-Sport is better, with effortless thrust. The high-performance CTS-V gives any $100,000 German super-sedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and trackworthy handling and braking.

Cadillac ELR

NOT TESTED

PRICE $65,000

Reliability ○* Satisfaction ○*

Sleekly raked and futuristic looking, the ELR is Cadillac's version of the previous-generation Chevrolet Volt. Like the Volt, the ELR's plug-in electric/gasoline powertrain allows it to run on electricity alone for about 40 miles before starting the 1.4-liter, four-cylinder gas engine. The warm, luxurious interior is cavelike, with little visibility. And where the Volt's backseat is snug, the ELR's seems mainly for decoration. The Cue infotainment system is distracting and frustrating to use. Advanced safety systems including forward-collision, blind-spot, and cross-traffic alerts are available. For 2016, the ELR gets more power, a firmer suspension, and a $10,000 price cut.

Cadillac Escalade

PRICE $72,970-$94,950 | **ROAD-TEST SCORE** 61

Reliability ● Satisfaction ◒ MPG 16

OVERALL SCORE 44

This giant SUV, based on the Chevrolet Tahoe and Suburban, brings a 420-hp V8 with more punch, posher interior appointments, and lots of chrome. But the Escalade's opulence goes only skin deep. It falls down on the fundamentals as a luxury SUV: It rides too stiffly and can't stop or handle nearly as well as other full-sized luxury SUVs. It's not even that roomy inside, especially for such a leviathan. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more space, the extended-length ESV version is the size of the Suburban. The frustrating Cue infotainment system relies on voice and touch-screen controls in place of most conventional knobs and buttons. Reliability of the redesign has been much below average.

Cadillac XT5

PRICE $40,000-$50,000E

Reliability ○* Satisfaction ◒*

TO BE TESTED

The XT5 is Cadillac's new luxury crossover and will replace the heavy and dated SRX. A new 3.6-liter V6 paired with an eight-speed automatic is the standard powertrain. The existing V6 and six-speed automatic feel sluggish and underpowered without fuel economy benefits. The SRX has fairly agile handling and a supple ride, but the backseats are snug, and wide roof pillars restrict rear visibility. The new XT5 is lighter and promises more rear leg room. Cadillac's convoluted and difficult-to-use Cue infotainment system is said to be upgraded. A rear-camera mirror system that enhances the driver's rear vision by using a video display applied over the conventional inside rear-view mirror debuts on the XT5.

Cadillac XTS

PRICE $45,295-$72,320 | **ROAD-TEST SCORE** 82

Reliability ◒ Satisfaction ○ MPG 22

OVERALL SCORE 62

This large sedan has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. But the ride feels too ordinary for a luxury car, and handling isn't sporty. The powertrain lacks the finesse and brawn of some German and Asian competitors. The 3.6-liter V6 sounds coarse when prodded, though it ultimately performs well and returns a respectable 22 mpg overall. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view aft. We disliked the blind-spot warning system, which vibrates the driver's seat. A V-Sport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power. Reliability has remained below average.

CHEVROLET

The down-home American brand sells a full lineup, from subcompacts and family sedans to large SUVs and pickups. For the most part, sedans such as the new Malibu and Impala are compellingly quiet and comfortable. Pickups and SUVs offer room and capability. The MyLink infotainment system is one of the easiest to use. 2016 brings several major redesigns including the Camaro, Cruze, Malibu, Spark, and semi-electric Volt. The new Bolt is an all-electric small car that arrives in early 2017. Reliability has been inconsistent, with many new models performing poorly but older models scoring average or better.

Chevrolet Camaro

PRICE $25,700-$41,300

Reliability ○* Satisfaction ◒*

TO BE TESTED

For 2016 the redesigned Camaro ratchets up both performance and sophistication. It is lighter, shorter, narrower, and lower than the previous car. These benefits come to light with impressive handling agility and sharp steering. The optional magnetic ride suspension impressively keeps the car planted. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder, while the new 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The higher-quality interior features the easy-to-use MyLink infotainment system. Visibility is atrocious and rear-seat room is extremely tight.

Chevrolet Colorado

PRICE $20,100-$34,940 | **ROAD-TEST SCORE** 69

Reliability ● Satisfaction ◒ MPG 18

OVERALL SCORE 51

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. Buyers can choose a 200-hp four-cylinder or a 305-hp V6, both backed by a standard six-speed automatic. The ride is rather choppy, as befitting a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings, and a backup camera is standard. A 181-hp four-cylinder diesel is new. First-year reliability has been much below average.

Chevrolet Corvette

PRICE $55,400-$83,400 | **ROAD-TEST SCORE** 92

Reliability ● Satisfaction ◒ MPG 20

OVERALL SCORE 64

The sharp-edged Corvette has abundant power from its 455-hp, 6.2-liter V8 and an interior worthy of the price. A seven-speed manual is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick, and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires near-acrobatic skills to access, the vague manual shifter, and the omnipresent tire noise. Reliability has dropped to well below average.

Chevrolet Cruze

PRICE $16,620-$23,120

Reliability ◒* Satisfaction ○*

TO BE TESTED

This all-new midsized sedan is roomier, especially in the rear seat, and has a more upscale interior. The 2016 Cruze has a standard 1.4-liter, four-cylinder turbo engine mated to a six-speed manual or automatic transmission. It uses start-stop to reduce fuel use when idling. A new 1.6-liter turbodiesel will arrive later. A new infotainment system, compatible with Apple CarPlay and Android Auto, mirrors some of your cell-phone screen on the center screen. That puts Apple or Google maps at your fingertips while you drive and makes it easy to use natural voice commands via Siri or Google Now from your phone. Unfortunately, most advanced active safety features are only available on the top-trim Premier version.

Chevrolet Equinox

OVERALL SCORE 71

PRICE $25,210-$31,490 | **ROAD-TEST SCORE** 68-69

Reliability ◓ Satisfaction ○ MPG 18-21

The Equinox and its twin, the GMC Terrain, straddle the small and midsized SUV categories. They have a taut, yet supple and controlled, ride with responsive and secure handling. But both the 3.6-liter V6 and the more fuel-efficient four-cylinder feel sluggish. The transmission blunts the performance of the V6, and fuel economy is mediocre. The 2016 models get a smattering of cosmetic updates, and additional advanced safety features, including available blind-spot monitoring and rear cross-traffic alert, join the forward-collision and lane-departure warning systems. A rear-view camera is standard. Reliability has been above average, but the Equinox scored too low in our testing for us to recommend.

Chevrolet Impala

OVERALL SCORE 81

PRICE $27,095-$35,540 | **ROAD-TEST SCORE** 91

Reliability ○ Satisfaction ◓ MPG 22

Our 2016 Top Pick for large sedans, the Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic. In our tests the V6 returned 22 mpg overall and had good acceleration. Braking is capable, while handling is secure and responsive. The full-featured cabin stays very quiet, and features a sumptuous backseat and a huge trunk. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced electronic safety features are readily available. Updates for 2016 include Apple CarPlay capability and wireless cell-phone charging. Reliability has been average.

Chevrolet Malibu

TO BE TESTED

PRICE $21,625-$30,920

Reliability ○* Satisfaction ◓*

Swoopy styling and modern powertrains are highlights of Chevrolet's redesigned midsized sedan. The new sedan has more rear-seat room, so long-legged passengers can stretch out. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. Two four-cylinder turbo engines are offered: a 1.5-liter with a six-speed automatic, and more powerful and refined 2.0-liter backed by an eight-speed automatic. A new hybrid version utilizing some of the Chevy Volt technology will be available in early 2016. Our brief experience with the new Malibu indicates it is quiet, rides comfortably, and handles responsively. The old car has been renamed Malibu Limited and is now sold mainly for fleets.

Chevrolet SS

OVERALL SCORE 76

PRICE $43,475 | **ROAD-TEST SCORE** 87

Reliability ◒* Satisfaction ●* MPG 17

You can think of the seemingly nondescript SS as a stealth weapon: A serious performance car cloaked in an innocuous exterior with a spacious, comfortable cabin. Its ferocious speed, sporty handling, and fantastic brakes keep pace with many high-end sports sedans. The rear-drive SS comes fully loaded and is powered by a burbling 415-hp, 6.2-liter V8 from the last-generation Corvette. Fuel economy isn't its forte: We got a paltry 17 mpg overall with the automatic. Controls are simple, and standard safety gear includes forward-collision alert, lane-departure warning, blind-spot monitors, and rear cross-traffic alert. The firm but tolerable ride is a modest drawback for this kind of performance. A six-speed manual is available.

Chevrolet Silverado 1500

OVERALL SCORE 61

PRICE $26,895-$53,115 | **ROAD-TEST SCORE** 80

Reliability ● Satisfaction ◓ MPG 16

The Silverado and similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. Cabin access is easy, controls simple, and towing and payload capacities generous. Fuel economy from the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels sluggish. Other engines include a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in some competitors. For 2016 more versions will get the eight-speed automatic, which should improve engine response. Other changes include available lane-keeping assist, and the addition of Apple CarPlay and Android Auto capabilities. Reliability has remained much below average.

Chevrolet Silverado 2500HD

TO BE TESTED

PRICE $32,955-$56,935

Reliability ◓ Satisfaction ●

The HD Silverado is designed for heavy towing and hauling. The 6.0-liter V8 and 6.6-liter turbodiesel are both mated to a six-speed automatic. The latter works well, and employs a heavy-duty Allison-made transmission. There is also a natural-gas version of the 6.0-liter V8. The LTZ trim has a luxurious cabin. If you don't plan to go off-road, the Z71 suspension is superfluous—it tends to compromise ride comfort. The HD pickups are the better choice for commercial snow-plowing duties. Available safety features include forward-collision alert, lane-departure warning, and front and rear park assist. Apple CarPlay and Android Auto are compatible with the infotainment system.

Chevrolet Sonic

OVERALL SCORE 61-65

PRICE $14,345-$21,495 | **ROAD-TEST SCORE** 60-66

Reliability ○ Satisfaction ◒ MPG 28-30

The subcompact Sonic is fairly quick and quiet for the class. It handles responsively, although the steering is a bit darty. The standard 1.8-liter four-cylinder performs well but doesn't sound that polished. A modestly quicker and thriftier turbo four-cylinder is offered on the uplevel version. The sedan has a huge trunk and better visibility, but the hatchback has better cargo versatility. Both have a tight rear seat. Crash-test results are impressive for a subcompact. The infotainment touch screen system is infuriating, with a convoluted menu and slow response time. Advanced safety features such as forward-collision alert, lane-departure warning, and a backup camera are available. Reliability has improved to average.

Chevrolet Spark

TO BE TESTED

PRICE $12,270-$16,535

Reliability ○* Satisfaction ○*

With a slightly longer wheelbase and lower roof, the redesigned 2016 Spark looks less goofy. Power comes from a 98-hp, 1.4-liter engine, mated to a choice of a five-speed manual or continuously variable automatic. Chevrolet says the stiffer body structure helps deliver a more refined driving experience with more responsive handling as well as a more supple ride. The new design is also said to include more sound-deadening material. Inside, the MyLink connectivity system gets a 7-inch color display, a volume knob, and more hard buttons, all of which should be welcome improvements over the system in the old Spark. Other updates include forward-collision alert, lane-departure warning, and blind-spot warning.

Chevrolet Suburban

PRICE $49,700-$67,310 | **ROAD-TEST SCORE** 74

Reliability ● Satisfaction ● MPG 16

OVERALL SCORE 54

If you need space for seven or more people, all their stuff, and towing capacity to boot, little else but the Suburban will do. This behemoth has a sumptuous and quiet interior, power folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 mated to a six-speed automatic, and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on LTZ trims improves ride comfort and handling response and capability. 2016 updates include available lane-keeping assist, plus Apple CarPlay. Reliability of the redesign has been much below average.

Chevrolet Tahoe

PRICE $47,000-$64,610 | **ROAD-TEST SCORE** 67

Reliability ● Satisfaction ◒ MPG 16

OVERALL SCORE 52

The Tahoe has a luxurious and quiet interior, decent second- and third-row seats, and available features such as blind-spot monitoring and cross-traffic alert. Beyond that, fuel economy from the 5.3-liter V8 and six-speed automatic is 16 mpg. But the engine doesn't feel responsive enough in everyday driving. The touch-screen infotainment system is easy to use. The ride is stiff, although the Magnetic Ride Control suspension on LTZ trims improves ride comfort and handling response and capability. Properly equipped versions can tow 8,500 pounds. But car-based SUVs have better handling and are more efficient. Changes for 2016 include available lane-keeping assist. Reliability of the redesign has been much below average.

Chevrolet Traverse

PRICE $31,205-$44,145 | **ROAD-TEST SCORE** 77

Reliability ◒ Satisfaction ○ MPG 16

OVERALL SCORE 74

Although it dates back to 2008, the large Traverse is still a competitive three-row SUV. We liked its firm, comfortable, and quiet ride and its relatively agile, secure handling. But like its corporate cousins, the Buick Enclave and GMC Acadia, it's beginning to show its age. The 3.6-liter V6 and six-speed automatic powertrain is smooth and powerful enough, but it works hard in this large SUV, and its 16 mpg overall is uncompetitive. A big plus is the ability to fit adults in the roomy third row. Fit and finish has been improved, and forward-collision and lane-departure warning systems are available. Changes for 2016 include a standard built-in Wi-Fi hotspot. Reliability has been above average.

Chevrolet Trax

PRICE $20,300-$26,730 | **ROAD-TEST SCORE** 55

Reliability ◒* Satisfaction ○* MPG 25

OVERALL SCORE 53

This bite-sized crossover, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which didn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. Pronounced engine noise and a stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At $26,000, our Trax LT AWD test car costs as much as larger, more substantial SUVs such as the Subaru Forester.

Chevrolet Volt

PRICE $33,170-$37,520

Reliability ○* Satisfaction ●

TO BE TESTED

GM's electric car with a backup gas engine gets a total redesign for 2016. It is quicker, quieter, rides more comfortably, and has easier-to-use controls. The Volt drives on electric power for about 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240V connection. The Volt can be driven as an electric car locally, and can rely on the gas engine for extended trips. This new 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Driver visibility is slightly improved, and the instruments display more EV-relevant information. The center-rear seating position is quite snug, and the heated seats and steering wheel are needed because of the car's tepid heat.

CHRYSLER

Chrysler, along with Dodge, Jeep, and Ram Trucks, is part of Fiat Chrysler Automobiles. Three models come under the Chrysler name: the midsized 200 and large 300 sedans, and the Town & Country minivan. The 300 is a standout, while the 200 resides at the bottom of its Ratings category. The Town & Country gets a much-needed redesign this year and a name change to Pacifica. Chrysler models provide lots of convenient storage spaces, intuitive controls, and the easy-to-use Uconnect touch-screen infotainment system. Reliability has been a major weakness of every FCA brand of late.

Chrysler 200

PRICE $21,995-$31,785 | **ROAD-TEST SCORE** 63-66

Reliability ● Satisfaction ◒ MPG 25-30

OVERALL SCORE 51-53

The 200 scores poorly because of its mediocre ride and handling, bumpy transmission, and claustrophobic rear seat. There are two engines offered: an underwhelming 184-hp, 2.4-liter four-cylinder that returned a very good 30 mpg overall in our tests, and a fairly polished 295-hp, 3.6-liter V6. Both are paired with a nine-speed automatic that is neither smooth nor responsive. The V6 can be had with all-wheel drive. The center console includes a rotating knob instead of a conventional gear selector. The cabin is quiet, but handling is clumsy and the ride is rough and unsettled. Available safety features include forward-collision and lane-departure warnings, and self-parking. Reliability has been much below average.

Chrysler 300

PRICE $32,015-$45,065 | **ROAD-TEST SCORE** 83-84

Reliability ● Satisfaction ◒ MPG 20-22

OVERALL SCORE 60

Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, comfortable seats, and attractive trim. The 5.7-liter V8 is punchy, but thirsty. We prefer the 3.6-liter V6, which got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic. All-wheel drive is optional. A stately ride, responsive handling, and a quiet cabin make the 300 feel like a true luxury car at thousands less than luxury brands charge. The Uconnect infotainment system is one of the best in the industry. The last freshening added a rotating gearshift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear. Reliability has been much below average.

Chrysler Town & Country

PRICE	ROAD-TEST SCORE
$29,995-$40,645	72

Reliability ○ Satisfaction ○ MPG 17

OVERALL SCORE 62

While the Town & Country has a few good points, it still falls short of the best minivans. Highlights include a comfortable, settled ride and a quiet, well-equipped, and versatile cabin. The second- and third-row seats conveniently fold into the floor to maximize cargo space, but those folding seats are thinly upholstered and small, contributing to an uncomfortable posture. Though the V6 is powerful enough, the slow-shifting transmission is a generation behind and fuel economy is just 17 mpg overall. Everyday handling is sound but becomes sloppy at its limits. Reliability has improved to average, but the van scored a Poor in the IIHS small-overlap crash test. A much-needed redesign, named Pacifica, arrives this year.

DODGE

Part of the Chrysler family under Fiat's ownership, Dodge has been cast as a performance brand, exemplified by the Viper sports car, Charger sedan, and Challenger coupe. The Durango three-row SUV is a capable and refined model. On the other hand, the Dart is an uninspiring compact sedan based on a Fiat platform. Models such as the outclassed and out-of-date Grand Caravan minivan and Journey SUV are likely to be phased out. Like Chrysler, most Dodge products have below-average reliability.

Dodge Challenger

PRICE	ROAD-TEST SCORE
$26,995-$62,495	70

Reliability ● Satisfaction ◉ MPG 20

OVERALL SCORE 54

The look may be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. The V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out is dreadful. The rear seat is relatively roomy but access is awkward. Performance packages include a 485-hp, 6.4-liter V8, and a 707-hp, 6.2-liter supercharged V8 in the Hellcat. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot monitoring, rear cross-path detection, and forward-collision warning. Reliability has dropped to much below average.

Dodge Charger

PRICE	ROAD-TEST SCORE
$27,995-$65,945	82-85

Reliability ● Satisfaction ◉ MPG 20-22

OVERALL SCORE 61-62

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, while the 370-hp 5.7-liter Hemi V8 packs more punch, at the expense of fuel economy. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream versions. Forward-collision warning, which can slow or bring the vehicle to a full stop to avoid a collision, is available. The well-designed Uconnect touch-screen infotainment system is optional. Reliability has remained much below average.

Dodge Dart

PRICE	ROAD-TEST SCORE
$16,995-$24,395	68

Reliability ● Satisfaction ○ MPG 27

OVERALL SCORE 53

Despite some recent updates, the compact Dart still falls short of the big leagues. Strong points include taut handling and a composed ride. In addition, the front cabin is quite spacious and the Uconnect infotainment system on the upper trims is one of the better ones. Despite improvements, the rear-seat accommodations don't measure up to the class. The 2.4-liter four-cylinder is mated to a smooth six-speed automatic. This combo returned 27 mpg overall in our tests, unimpressive by class standards. Though it lacks refinement, this engine is a better choice than the sluggish base 2.0-liter (which got the same mileage) or the 1.4-liter turbo that's linked to the dual-clutch transmission. Reliability has been well below average.

Dodge Durango

PRICE	ROAD-TEST SCORE
$29,995-$46,390	83

Reliability ○ Satisfaction ◉ MPG 18

OVERALL SCORE 76

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic improved performance and fuel economy with both the V6 and V8 engines. The optional Uconnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside, but a rear-view camera is standard on all but the lowest trim lines. Reliability has been average.

Dodge Grand Caravan

PRICE	ROAD-TEST SCORE
$22,095-$30,995	72

Reliability ○ Satisfaction ◒ MPG 17

OVERALL SCORE 62

The Grand Caravan has some positives but still falls short of the best minivans. High points include a comfortable, settled ride and a quiet, well-equipped, and versatile cabin. The second- and third-row seats conveniently fold into the floor to maximize cargo space, but the folding seats are thin, low, and uncomfortable. Though the 283-hp V6 is powerful enough, the transmission is a generation behind, and fuel economy is just 17 mpg overall. Everyday handling is sound but becomes sloppy at its limits. Reliability has improved to average, but the Grand Caravan scored a Poor in the IIHS small-overlap crash test. The Grand Caravan will be phased out with the introduction of the new Chrysler Pacifica minivan.

Dodge Journey

PRICE	ROAD-TEST SCORE
$20,995-$33,695	64

Reliability ● Satisfaction ◒ MPG 16

OVERALL SCORE 45

Dodge's humdrum midsized SUV seats five, with an optional third row for two kids. Although the 3.6-liter V6 delivers strong performance, we were only able to muster a worst-in-class 16 mpg overall in our tests. A thriftier, but noisier, 2.4-liter four-cylinder is available on front-drive versions. Despite updates, the Journey remains mediocre overall. It rides fairly well and the cabin stays quiet, but the Journey's lack of agility makes it feel larger than it is. In addition, the transmission is reluctant to downshift and the third-row seat is tiny. Reliability has been well below average. Poor IIHS small-overlap crash-test results are another demerit. Overall, the Journey is a poor value anywhere outside of an airport rental lot.

Dodge SRT Viper

NOT TESTED

PRICE $87,895-$118,795

Reliability ◒* Satisfaction ◓*

The in-your-face Viper recently received a slight power bump to 645 hp from the all-aluminum, 8.4-liter V10, though the six-speed manual is unchanged. This generation of the SRT Viper is designed to appeal to buyers of $100,000, two-seat sports cars who want superhigh performance in a loud and brash sort of way. Four versions are offered: base, GT, GTS, and the ACR, a thinly-disguised race car.. No matter what trim, the Viper is all about brute force, but short on finesse and refinement. It requires a skilled driver and an available race track to fully bring out its potential. Still, the inclusion of ESC means it is relatively usable in daily driving. The cabin is relatively roomy and the cargo area can hold a few soft-sided bags.

FIAT

Fiat is an enormous Italian conglomerate that includes all of the Chrysler brands in its portfolio. The Fiat brand was reintroduced in the U.S. in 2011 with the diminutive, retro-styled 500. Despite attractive looks and a fun driving experience, various crudities limit its appeal. Reliability has been dismal. The 500L proved unimpressive in our tests and for two straight years has garnered the lowest score of any new car in our reliability survey. The 500X SUV, which shares its platform with the Jeep Renegade, is stylish and has a number of available safety features but it had a rather mediocre performance in our testing.

Fiat 124

TO BE TESTED

PRICE $30,000-$35,000E

Reliability ○* Satisfaction ●*

Mazda and Fiat have collaborated to share the latest MX-5 Miata roadster platform, which will arrive in Fiat dealers as the 124 Spider. But the Spider is more than a rebadged Miata. It carries a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. While that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more torque and horsepower. The 124 is longer than the Miata and has a more-upscale interior. Suspension geometry is the same, but Fiat has different tuning in order to deliver ride and handling that reflects the brand. The Fiat will be built at Mazda's plant in Japan and goes on sale in summer 2016.

Fiat 500

OVERALL SCORE 39-52

PRICE	ROAD-TEST SCORE
$16,995-$31,800	52-66

Reliability ● Satisfaction ○ MPG 28-34

The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The base engine and manual returned 33 mpg overall, but it lacks low-end thrust. The 135-hp turbo improves the experience. On all versions the ride is choppy and the cabin noisy. Head room up front is good, but some will find the steering wheel too far away and the driving position awkward. The tight rear seats are difficult to access, and the cargo area is miniscule. The convertible top can be pulled back like a sunroof or fully dropped. The Abarth is quick and grips well, while the electric 500e is enjoyable for its silence and efficiency. Reliability has been well below average. The 500 scored a Poor in the IIHS small-overlap crash test.

Fiat 500L

OVERALL SCORE 31

PRICE	ROAD-TEST SCORE
$19,345-$24,695	50

Reliability ● Satisfaction ◒ MPG 27

The 500L looks good on paper, but on the road it has a stiff ride, flat seats, and an odd driving position. Versions with the dual-clutch transmission feel sluggish and hesitant around town. Choosing the new conventional automatic eliminates that problem. This quasi-wagon responds eagerly in turns and handles securely at its limits. But the driving position is awkward, with a buslike steering-wheel rake and windshield pillars that hamper the view. We like the 500L's easy access, spacious backseat, and expansive cargo area. A tiny 5-inch screen is used for the Uconnect system. The 500L scored a Poor in the IIHS small-overlap crash test. Reliability has been well below average.

Fiat 500X

OVERALL SCORE 39

PRICE	ROAD-TEST SCORE
$20,000-$29,110	50

Reliability ●* Satisfaction ○* MPG 23

With its adorable styling you almost want to hug this latest Fiat. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo and a 180-hp, 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair, and a number of upscale features, such as heated seats, blind-spot warning, and lane-departure warning, are available.

FORD

Ford's more recent car designs drive like European sports sedans, with crisp handling, an absorbent ride, and a solid feel. The EcoBoost engines typically have good performance, but fuel economy doesn't match the hype though. Hybrid models return excellent fuel economy. The complicated MyFord Touch system is being replaced by the new, easier-to-use Sync 3. Reliability has been erratic. More mature products such as the Expedition, Explorer, Flex, and Fusion have average or better reliability, while the newer Escape, Fiesta, Focus, and Mustang are below average.

Ford C-Max

✔

OVERALL SCORE 69

PRICE	ROAD-TEST SCORE
$24,170-$31,770	77

Reliability ○ Satisfaction ◓ MPG 37-94

Based on the compact Focus, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. Regenerative braking helps with fuel economy but makes the brake pedal feel touchy. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall. The Energi plug-in can travel in electric-only mode for about 18 miles before switching to hybrid operation. It takes 6 hours to charge on 120-volt and 2 hours on 240-volt. 2016 brings the Sync 3 infotainment system. Reliability has improved to average.

Ford Edge

OVERALL SCORE 76

PRICE	ROAD-TEST SCORE
$28,100-$40,095	84

Reliability ○* Satisfaction ◒ MPG 21

New and vastly improved, the second-generation Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge likewise delivers a steady, comfortable ride and confident handling. The quiet cabin wouldn't shame a luxury car. Roomy interior provides comfortable quarters, front and rear, while also delivering generous cargo space. The standard 2.0-liter turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic. Front- and all-wheel drive is available. Safety options include blind-spot monitoring, forward and rear-view cameras, and cross-traffic alert.

Ford Escape

OVERALL SCORE 59-62

PRICE	ROAD-TEST SCORE
$23,590-$31,745	75-79

Reliability ◒ Satisfaction ○ MPG 22

Ford's small SUV has a solid feel and drives very well, with sporty handling and a composed ride. Most models have a 1.6-liter turbo four-cylinder; uplevel models use a stronger and quieter 2.0-liter turbo. Both got 22 mpg overall in our tests. The cabin is very quiet for the class, but some of the controls are needlessly complicated. For 2016 the new, easier-to-use Sync 3 infotainment system is standard. The driver's footwell is a bit narrow, and the base-level cloth seats provide so-so support and comfort. The optional leather seats are better shaped. The rest of the interior is roomy enough. A rear-view camera is standard. Reliability has been below average. A 1.5-liter turbo four-cylinder will replace the 1.6-liter in the 2017 model.

Ford Expedition

OVERALL SCORE 67

PRICE	ROAD-TEST SCORE
$45,435-$66,025	61

Reliability ● Satisfaction ● MPG 14

This imposing SUV's 3.5-liter turbocharged V6 delivers more power and better fuel economy than the V8 it replaced. Paired with the standard six-speed automatic, our Expedition returned 14 mpg overall in testing, a 1-mpg improvement. The V6 also has plenty of torque for trailer towing. Regular- and long-wheelbase versions are available, as well as eight-passenger seating. And that's where the fun stops. The aging Expedition trails the competition because of its clumsy handling, noisy cabin, and low-rent interior. For the 2016 model year, Sync 3 replaces the much-maligned MyFord Touch infotainment system. Reliability is now much above average but the Expedition scored too low for us to recommend.

Ford Explorer

OVERALL SCORE 64

PRICE	ROAD-TEST SCORE
$31,050-$52,970	67

Reliability ○ Satisfaction ○ MPG 18

While it is roomy and has a livable third-row seat, the Explorer still trails the competition. Handling is ungainly, the ride is not entirely settled, and the V6 powertrain is unrefined. For its 2016 model year freshening, Ford gave the Explorer new optional safety systems, a 2.3-liter turbo four-cylinder engine, revised front and rear fascias, and a new Platinum top trim level. Also new are front and rear 180-degree cameras that have a wash function to keep the lens clean. Lane-keeping assist and adaptive cruise control are optional. The MyFord Touch system now includes redundant knobs and buttons to compensate for the unresponsive onscreen touch-sensitive buttons and controls.

Ford F-150

OVERALL SCORE 76-77

PRICE	ROAD-TEST SCORE
$26,315-$61,905	78-80

Reliability ◒ Satisfaction ● MPG 16-17

Ford's big-selling pickup truck uses an all-aluminum body, which saves about 700 pounds over steel. Powertrain choices include a 3.5-liter V6, 2.7- or 3.5-liter turbo V6s, and a 5.0-liter V8, each paired with a six-speed automatic. We tested the 2.7- and 3.5-liter turbo engines, and each delivered abundant power. In our tests the 2.7 got 17 mpg overall, 1 mpg better than the turbo 3.5. The 2.7 is also surprisingly quicker from 0 to 60 mph. The cabin is very quiet, but the ride is jittery and handling is rather ponderous. New safety offerings include lane-departure warning and blind-spot detection. Other notable features include a 360-degree-view camera and integrated loading ramps. Reliability of the redesign has been above average.

Ford F-250

TO BE TESTED

PRICE
$28,020-$50,150

Reliability ○ Satisfaction ◒

The F-250 Super Duty is best suited for towing or hauling heavy loads. Handling is very reluctant, even for a heavy-duty pickup truck. The 6.7-liter V8 turbodiesel makes 440 hp, and a 385-hp V8 gas engine is available. The high floor makes access difficult. Convenience items include built-in controls for proportional braking when towing a trailer. Reliability has been average. In late 2016 a redesigned, aluminum-alloy F-250 arrives, offering Sync 3, a blind-spot system optimized for towing a trailer, lane-departure warning, and adaptive cruise control. Engines include a 6.7-liter diesel V8, a 6.8-liter gas V10, and a 6.2-liter gas V8.

Ford Fiesta

OVERALL SCORE 42-50

PRICE	ROAD-TEST SCORE
$14,580-$21,460	64-74

Reliability ● Satisfaction ◒ MPG 29-35

This subcompact has agile handling and a supple, controlled ride. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. Other choices include a 1.0-liter, three-cylinder turbo and the super-agile Fiesta ST that is truly fun to drive. For the 2016 model year, Sync 3 replaces the troublesome MyFord Touch infotainment system. Reliability of the Fiesta has remained well below average.

Ford Flex

OVERALL SCORE 71

PRICE	ROAD-TEST SCORE
$31,100-$44,600	73

Reliability ○ Satisfaction ◒ MPG 18

The boxy Flex combines SUV-like versatility with near-carlike driving dynamics. The interior is versatile, with room for up to seven passengers in three rows. And its shipping-container shape works well for cargo. Rear visibility is hampered by big head restraints, and the MyFord Touch interface is complicated and distracting. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 has been updated and gets 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of just 1 mpg overall. For the 2016 model year, Sync 3 replaces the much-maligned MyFord Touch infotainment system. Reliability has been average.

Ford Focus

PRICE $17,225-$29,170 | **ROAD-TEST SCORE** 71-74

Reliability ● Satisfaction ○ MPG 25-107

OVERALL SCORE 53-55

Available as a sedan, a hatchback, and an electric version, the Focus is among the better compacts. It's fun to drive, thanks to its agile handling and supple ride. The cabin is quiet, with good-quality materials for the class. But the cabin is somewhat narrow compared to newer competitors. An available 123-hp, 1.0-liter three-cylinder turbo, shared with the smaller Fiesta, is new and it works well, even when paired to the six-speed automatic. A rear-view camera is now standard. Sync 3 has replaced the problematic MyFord Touch infotainment system. The sporty ST version uses a 252-hp turbo four-cylinder, while the new AWD RS uses a 350-hp, 2.3-liter turbo four-cylinder. Reliability has remained well below average.

Ford Fusion

PRICE $22,600-$35,730 | **ROAD-TEST SCORE** 78-81

Reliability ○ Satisfaction ◒ MPG 22-39

OVERALL SCORE 75-77

The Fusion is a delight to drive, with a supple ride and handling rivaling that of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin and comfortable seats. But the rear seat is somewhat snug, and the MyFord Touch interface is an annoyance. Most Fusions get either a 1.5- or 2.0-liter turbocharged four-cylinder matched with a six-speed automatic. The 1.5-liter does the job, but the 2.0-liter packs more punch and better suits the car. We recorded 24 and 22 mpg overall, respectively, which is among the lower performers in the category. The Hybrid turned in an excellent 39 mpg overall. Reliability has been average.

Ford Mustang

PRICE $23,895-$41,895 | **ROAD-TEST SCORE** 76-84

Reliability ● Satisfaction ◒ MPG 19-25

OVERALL SCORE 59-64

The Mustang enters the modern age with an independent rear suspension. Base models use a 300-hp, 3.7-liter V6. The optional 310-hp, 2.3-liter turbo four-cylinder delivers some punch but sounds raspy. The GT features a muscular 5.0-liter V8. We found the slick six-speed manual particularly satisfying, and the automatic works well. Coupe and convertible body styles are available, but the convertible uses an annoying manual latch to secure the top. Handling is balanced, and the firm ride is well controlled. Safety gear includes blind-spot detection with rear cross-traffic alert. For the 2016 model year, Sync 3 replaces the inferior MyFord Touch infotainment system. Reliability of the redesign has been below average.

Ford Taurus

PRICE $26,600-$39,200 | **ROAD-TEST SCORE** 72

Reliability ○ Satisfaction ○ MPG 21

OVERALL SCORE 69

Putting styling ahead of interior comfort and driver visibility, the Taurus isn't helped by the convoluted MyFord Touch control system. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not very smooth. A more fuel-efficient turbo four-cylinder is available. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard AWD, is quick but not engaging to drive. A rear-view camera is standard. Reliability has improved to average, but its test score is the lowest among current large sedans that we've tested. For the 2016 model year, Sync 3 replaces the much-maligned MyFord Touch infotainment system.

Ford Transit Connect

PRICE $22,675-$29,300 | **ROAD-TEST SCORE** 76

Reliability ○* Satisfaction ◒ MPG 21

OVERALL SCORE 69

This derivative of the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof you'd be challenged to find more passenger space for the money. The steady ride and maneuverability is where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy level of standard features. Unlike a minivan, you don't get power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter turbo-four would do much better.

GMC

GMC's models are rebadged, upscale twins to Chevrolet's SUVs and trucks. They all offer an even higher-end, more luxury-laden Denali trim level. In most cases, that means the similar Chevrolet truck can be a better bargain. Despite their "professional grade" ad slogans and some styling differences, the GMCs don't really stand out, equipment-wise, from their Chevrolet siblings. For example, you can get the Magnetic Ride Control suspension on the Suburban with Chevrolet's LTZ trim. But you must go all the way up to the most expensive Denali trim to get that feature on a Yukon XL.

GMC Acadia

PRICE $34,175-$49,890 | **ROAD-TEST SCORE** 77

Reliability ○ Satisfaction ○ MPG 16

OVERALL SCORE 72

Though it's starting to feel a little dated, the Acadia is still competitive among three-row SUVs. Like its twins, the Chevrolet Traverse and Buick Enclave, it has a spacious and quiet interior, with a third-row seat that's roomy enough for adults. Seating for eight is available. Handling is relatively agile and secure, with responsive steering, and the ride is comfortable and steady. Its 3.6-liter V6 is smooth and refined, but it has to work hard and it gets mediocre gas mileage. Upgraded touch-screen infotainment systems bring more capability. Rear visibility isn't great. Denali versions have more features but no better functionality or performance. Reliability has been average. A redesigned 2017 model arrives this spring.

GMC Canyon

PRICE $20,955-$37,750 | **ROAD-TEST SCORE** 69

Reliability ● Satisfaction ◒ MPG 18

OVERALL SCORE 51

GM's midsized pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. Buyers can choose a 200-hp four-cylinder or a 305-hp V6, both backed by a standard six-speed automatic. A 181-hp four-cylinder turbodiesel is new for 2016. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended- and crew-cab bodystyles. Inside are the latest electronics, including the IntelliLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings, and a backup camera is standard. First-year reliability has been much below average.

GMC Sierra 1500

OVERALL SCORE 61

PRICE	ROAD-TEST SCORE
$27,515-$54,340	80

Reliability ● Satisfaction ◒ MPG 16

The Sierra and similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and powerful 6.2-liter V8. Its few shortcomings include a jittery ride, and front seats that aren't as supportive as those in some competitors. For 2016 more versions get the eight-speed automatic, lane-keeping assist is offered, and Apple CarPlay and Android Auto are available. Reliability has been much below average.

GMC Sierra 2500HD

TO BE TESTED

PRICE
$33,535-$57,790

Reliability ◒ Satisfaction ●

The Sierra HD and its twin, the Chevrolet Silverado HD, are designed for heavy towing and hauling. The 6.0-liter V8 and 6.6-liter turbodiesel are both mated to a six-speed automatic. The latter employs a heavy-duty transmission made by Allison. There is also a natural gas version of the 6.0-liter V8. The Z71 suspension tends to make the ride stiffer. Options include a snow plow preparation kit and a frame-mounted hitch for fifth-wheel towing. The cab offers a lot of storage space, and can easily serve as a mobile office. The top-trim Denali has a luxurious interior. Beginning with the 2016 model year, Apple CarPlay and Android Auto capabilities are added to the infotainment system.

GMC Terrain

OVERALL SCORE 71

PRICE	ROAD-TEST SCORE
$26,800-$35,725	68-69

Reliability ◒ Satisfaction ○ MPG 18-21

Like its Chevrolet Equinox twin, the GMC Terrain straddles the small- and midsized-SUV categories. The Terrain has a taut yet supple and controlled ride, with responsive and secure handling. Both the 3.6-liter V6 and the more fuel-efficient four-cylinder engine feel sluggish and have to work hard. The reluctant transmission blunts the performance of the V6, and its gas mileage is mediocre. Visibility to the side and rear is limited. At least the rear seat is roomy. The 2016 models get a standard rear-view camera and available blind-spot monitoring and rear cross-traffic alert. Reliability has been above average but the Terrain scored too low for us to recommend.

GMC Yukon

OVERALL SCORE 52

PRICE	ROAD-TEST SCORE
$48,165-$68,045	67

Reliability ● Satisfaction ◒ MPG 16

This more luxurious version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine is a meaningful upgrade. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. As in the Tahoe, the third-row seat is low and tiny. Lane-keeping assist, blind-spot monitoring, and cross-traffic alert are optional. Reliability of the redesign has been much below average.

GMC Yukon XL

OVERALL SCORE 50

PRICE	ROAD-TEST SCORE
$50,865-$70,745	67

Reliability ● Satisfaction ◒ MPG 16

Consider this truck-based SUV a more luxurious Chevrolet Suburban. Unlike the shorter Yukon, the third-row seat in the XL is a bit roomier, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and six-speed automatic that returns 16 mpg and is just this side of sluggish. The Magnetic Ride Control suspension on the Denali improves ride comfort and handling response. The 6.2-liter engine is a meaningful upgrade but can't make this big barge quick. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Changes for 2016 include available lane-keeping assist and Apple CarPlay capability. Reliability of the redesign has been much below average.

HONDA

Most Hondas have competitive fuel economy and strong resale value. Reliability, which used to be very good, has declined lately. The driving experience is usually sound, though not very sporty or exciting. Ride comfort and noise isolation are not typically Honda strong suits. The roomy and capable Accord sedan and Odyssey minivan are standouts. Recent models in the EX trim and up are burdened with touch-screen infotainment systems that are frustrating and distracting to use. Honda has started using continuously variable transmissions, which have helped fuel economy but blunted any fun-to-drive character.

Honda Accord

OVERALL SCORE 81-82

PRICE	ROAD-TEST SCORE
$22,105-$34,580	84-85

Reliability ◒ Satisfaction ◒ MPG 26-30

The Accord is well-equipped, competitively priced, and performs well, making it one of our top-rated family sedans. It handles responsively, though the ride can be choppy. It has a roomy and well-finished interior, and gets 30 mpg overall with its mostly unobtrusive continuously variable transmission. The 3.5-liter V6 is lively and refined, and gets a very good 26 mpg overall. EX, EX-L, and Touring trims have an unintuitive-to-use infotainment system. The Hybrid model returned 40 mpg overall but is on a hiatus for 2016; Honda has promised to bring it back with an updated powertrain in 2017. The plug-in version has been discontinued. Reliability has been above average.

Honda CR-V

OVERALL SCORE 69

PRICE	ROAD-TEST SCORE
$23,595-$33,245	73

Reliability ○ Satisfaction ◒ MPG 24

The CR-V is one of the roomiest, most functional small SUVs. The 185-hp, 2.4-liter four-cylinder and CVT returned 24 mpg overall in our tests. All but the base LX version use a distracting, difficult-to-use, and frustrating infotainment system. Handling is responsive and secure, but the ride is stiff, with bumps coming through in a pronounced way. The interior is somewhat quieter than before, but overall the CR-V is still loud inside. The rear seats are roomy, and folding them is a breeze. Small rear windows hurt the view out back, but the standard rear-view camera helps. Reliability has been average of late. Active safety features such as forward-collision warning are only available on the top Touring trim.

Honda CR-Z

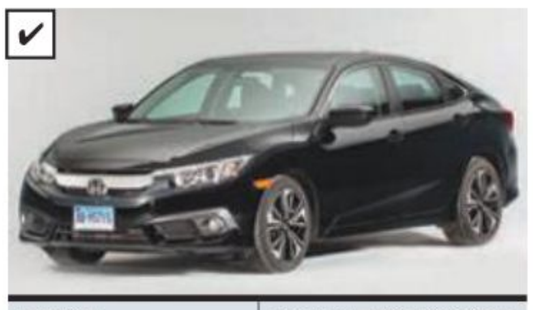
PRICE	ROAD-TEST SCORE
$20,295-$25,090	54

Reliability ○* Satisfaction ○* MPG 35

OVERALL SCORE 58

The CR-Z is a rather unimpressive two-seat hybrid that's based on the previous-generation Fit. It uses a 1.5-liter four-cylinder gas engine that makes 130 hp. Electric power is used to enhance performance, and acceleration is further enlivened by a Sport mode. We got 35 mpg overall in our tests, which isn't terribly impressive for a small hybrid. The engine shuts off at idle but that also kills the A/C, which is maddening in the summer. Handling is not very sporty and the ride is rather jumpy. Visibility to the rear is severely compromised. A rear-view camera is standard on all trim lines.

Honda Civic



PRICE	ROAD-TEST SCORE
$18,640-$26,500	75-76

Reliability ○* Satisfaction ◓* MPG 31-32

OVERALL SCORE 72-73

Redesigned for 2016, the Civic has been significantly improved, and is now a more substantial, refined, and capable car than the previous model. The base engine is a 2.0-liter four-cylinder; a 1.5-liter turbo four-cylinder comes on EX-T and Touring versions. The continuously variable transmission works well with the turbo. The ride is more comfortable, handling is precise, and the quieter interior has a lot more storage space. However, the car's low stance means difficulty getting in and out. In addition, the front seats lack adjustable lumbar, which could cause discomfort on a long drive. Advanced safety features are available, but a full blind-spot monitoring system is not offered. EX trims and above have a complicated radio.

Honda Fit

PRICE	ROAD-TEST SCORE
$15,790-$21,065	67

Reliability ○ Satisfaction ◓ MPG 33

OVERALL SCORE 66

The Honda Fit subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multi-configurable seating, the Fit delivers versatility similar to a small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters, while the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. Reliability of the redesign has been average.

Honda HR-V

PRICE	ROAD-TEST SCORE
$19,115-$25,840	66

Reliability ○* Satisfaction ◓* MPG 29

OVERALL SCORE 66

Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is also louder and the ride is stiffer. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the CVT. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. Available premium features include heated leather seats, a sunroof, and keyless entry, and a rear-view camera is standard. We prefer the LX trim over the EX for its simpler audio controls.

Honda Odyssey

PRICE	ROAD-TEST SCORE
$29,275-$44,750	84

Reliability ○ Satisfaction ◓ MPG 21

OVERALL SCORE 78

This versatile and capable hauler combines clever and generous packaging with responsive handling and a supple ride—surprising for a minivan. Its vigorous 3.5-liter V6 and smooth six-speed automatic returned 21 mpg overall in our tests. The Odyssey can seat eight in relative comfort, with varying configurations for cargo and passenger needs. Easy access, excellent child-seat accommodations, and abundant cabin storage add to the family-friendly quotient. Among our few gripes is the tediously complicated dual touch-screen infotainment system. In addition, fit and finish and some material selection are not what one would expect at this price, and AWD isn't available.

Honda Pilot

PRICE	ROAD-TEST SCORE
$29,995-$46,420	80

Reliability ○* Satisfaction ◓* MPG 20

OVERALL SCORE 76

The redesigned 2016 Pilot is quicker, quieter, more fuel-efficient, and more contemporary looking. It keeps its three-row seating configuration and extremely functional interior, but gone are the cheap plastics of the previous generation. Power comes from a slick 3.5-liter V6 that is now rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride comfortable, but handling ungainly. The infotainment system is unintuitive. Touring and Elite trims get a nine-speed that doesn't shift smoothly and is stuck with an unintuitive electronic shifter. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes forward-collision warning with automatic braking.

HYUNDAI

Hyundai has left its cheap-and-cheerful image well in the rear-view mirror. The styling and fit and finish of most models are on the rise, and performance is on par with Toyota and Honda. The Santa Fe and new Tucson SUVs, along with the Sonata sedan, are strong competitors. But other models don't stand out. The Genesis Coupe has below-average reliability, and the Accent scored poorly in the IIHS narrow-offset crash test. A new Genesis luxury sub-brand will be the umbrella for redesigns of the Equus (G90) and current Genesis (G80). Reliability across the board has been mostly average.

Hyundai Accent

PRICE	ROAD-TEST SCORE
$14,745-$17,495	65-68

Reliability ◓ Satisfaction ◒ MPG 31-32

OVERALL SCORE 62-64

The entry-level Accent subcompact is available as a basic yet sensible sedan or hatchback. The sedan with the very smooth and responsive automatic attained 31 mpg overall, and we got 32 mpg for the stick-shift Sport hatchback in our tests. Though the front cabin is roomy enough, the cramped rear seat is on par for this class. Handling is fairly responsive, but the ride is rather jittery. Noise levels are elevated but not offensive. Standard safety gear includes six airbags and active front head restraints. The controls are straightforward. Reliability has been above average, but we cannot recommend the Accent because it scored a Poor in the IIHS small-overlap crash test.

Hyundai Azera

OVERALL SCORE 79

PRICE $34,100-$39,300 | **ROAD-TEST SCORE** 80

Reliability ◓ Satisfaction ◓ MPG 23

If you want a refined sedan with a detailed, well-finished, and quiet interior, consider the Azera. Its smooth 3.3-liter V6 and six-speed automatic provide strong performance and return a good 23 mpg overall. But the ride is too stiff for a car in this class, and can't match the comfort of the similar Kia Cadenza. Handling trails the best in class, and the steering feels artificial. The cabin is spacious, with comfortable front seats and a roomy rear cabin. Blind-spot detection, rear cross-traffic alert, adaptive cruise control, and forward-collision and lane-departure warnings are available. The Azera is loaded with features and generous luxury touches throughout, but it isn't the bargain it once was. Reliability has been above average.

Hyundai Elantra

TO BE TESTED

PRICE $17,150-$22,350E

Reliability ○* Satisfaction ◓*

A redesigned 2017 Elantra sedan is on sale with two engine choices: a 2.0-liter four-cylinder, and, in the Eco trim, a new 1.4-liter turbo four-cylinder mated to a new seven-speed automated-manual gearbox. The new Elantra promises more efficient powertrains to improve fuel economy, better ride quality and noise insulation, more rear-seat room, and comprehensive safety features. The outgoing Elantra combines nimble and secure handling with a fairly comfortable ride, and its powertrain delivers solid performance. The controls and features are logically laid out, and rear-seat room is fine for two adults. Our major gripe is the pronounced road and engine noise, the latter of which is still somewhat present in the redesigned car.

Hyundai Equus

OVERALL SCORE 76

PRICE $61,500-$68,750 | **ROAD-TEST SCORE** 80

Reliability ○ Satisfaction ◓ MPG 19

Hyundai's flagship competes with the largest luxury sedans but costs a good deal less. The Equus absorbs and hides all but the most severe impacts, but buoyant body motions give the car a wallowing feeling at times. Handling can best be described as ponderous, with notable body lean and steering that lacks any feedback. The standard V8 has smooth and refined power delivery, and the eight-speed automatic does its job with little notice. The interior is spacious and well-finished, but some controls are complex. For the 2017 model year Hyundai is introducing a new brand–Genesis–and an Equus successor named G90. It will feature a twin-turbo V6 and a normally aspirated V8, both mated to a standard eight-speed automatic.

Hyundai Genesis

OVERALL SCORE 78

PRICE $38,750-$53,850 | **ROAD-TEST SCORE** 89

Reliability ○ Satisfaction ● MPG 20

For about $10,000 less than competing midsized luxury sedans, the Hyundai Genesis delivers just about every feature and luxury attribute a buyer could imagine, minus the fancy nameplate. Offered with a smooth and refined V6 or a potent V8, the Genesis has responsive handling and a comfortable ride, though it can't quite match its German competitors. Our tested all-wheel-drive V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are coddled in thick leather with seat heaters, and space is plentiful. Most versions come with lane-departure warning, automatic braking, cross-traffic alert, and blind-spot monitoring. Reliability of the redesign has been average.

Hyundai Genesis Coupe

OVERALL SCORE 50

PRICE $26,750-$34,600 | **ROAD-TEST SCORE** 64

Reliability ● Satisfaction ◒ MPG 23

The Genesis Coupe has always shown flashes of potential, but several flaws continue to hold it back. The 3.8-liter V6 engine is powerful and sounds great; the noisy turbocharged four-cylinder has been dropped. The Coupe is sporty and agile, and the communicative and direct steering makes it fun to drive. But the car is let down by its imprecise, clunky manual shifter, the heavy clutch, and the very stiff, unsettled ride. Front-seat occupants will find plenty of room, but as in most coupes, the rear seat is very cramped. A backup camera is now available. Reliability has been below average, and the Coupe's low owner-satisfaction score in our survey is also noteworthy.

Hyundai Santa Fe

OVERALL SCORE 68

PRICE $30,400-$36,250 | **ROAD-TEST SCORE** 81

Reliability ◒ Satisfaction ◓ MPG 20

Hyundai's three-row, midsized SUV is roomy, comfortable, and built for family duty. The long-wheelbase Santa Fe has a 3.3-liter V6 mated to a smooth and responsive six-speed automatic, a combination that attained 20 mpg overall in our tests. Handling is sound and utterly secure, but nobody will call it sporty. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Rear visibility is severely hampered; a backup camera is now standard. Access is easy to the front and rear but more difficult to the cramped third row. Reliability has dropped to below average.

Hyundai Santa Fe Sport

OVERALL SCORE 70

PRICE $24,950-$33,000 | **ROAD-TEST SCORE** 73

Reliability ◓ Satisfaction ◓ MPG 23

Hyundai's five-passenger midsized SUV is roomy and comfortable, with a good ride and quiet interior. Power comes from a responsive 190-hp, 2.4-liter four-cylinder mated to a smooth and responsive six-speed automatic. We got a very good 23 mpg overall with this drivetrain. A 2.0-liter turbocharged four-cylinder is also available. Handling is sound and secure, but not exceptional, and the vague steering doesn't help. The well-finished cabin is packed with a lot of standard features. Thankfully, the price of the optional backup camera has come down, because rear visibility leaves a lot to be desired. Reliability of the Santa Fe Sport has been above average.

Hyundai Sonata

OVERALL SCORE 76-77

PRICE $21,750-$38,600 | **ROAD-TEST SCORE** 78-80

Reliability ◓ Satisfaction ◓ MPG 28-39

This competitive, but ho-hum, sedan has a quiet cabin, a comfortable ride, and excellent rear-seat room and access. Handling is sound and responsive enough. But the SE we tested had lackluster tire grip, hurting braking and emergency handling. The 2.4-liter four-cylinder returned a good 28 mpg overall; a 2.0-liter turbo four-cylinder is optional. Both are mated to a six-speed automatic. The Eco uses a 1.6-liter turbo four-cylinder paired with a seven-speed automated manual. Controls are easy to reach and simple to use. Safety features include forward-collision mitigation, lane-departure warning, and blind-spot detection. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg in our tests. Reliability has been above average.

Hyundai Tucson

OVERALL SCORE 73-75

The all-new Tucson is a huge improvement over its predecessor. The base SE version gets a 164-hp, 2.0-liter four-cylinder engine, routing through a six-speed automatic. This version is rather slow and can feel strained. More expensive trims get a 1.6-liter turbo four-cylinder that uses a seven-speed automated manual transmission. This more powerful setup returned 26 mpg overall, but it suffers from a vibration at very low speed, such as in parking maneuvers. Hyundai made major improvements in ride comfort, agility, and refinement. The Tucson has optional lane-departure warning, blind-spot monitoring, and forward-collision avoidance with automatic braking. It scored a Good in the IIHS narrow-offset crash test.

PRICE	ROAD-TEST SCORE
$22,700-$31,300	76-79

Reliability ○* Satisfaction ◒* MPG 24-26

Hyundai Veloster

OVERALL SCORE 63

The sporty Veloster hatchback has three doors, with the right-side rear door providing access to the tight rear seat. Based on the small Accent, the Veloster's 138-hp, 1.6-liter four-cylinder delivers adequate power, and the precise six-speed manual has low-effort throws. A dual-clutch, six-speed automated manual is optional. We got 31 mpg overall from a version with the manual transmission. Moving up to the Turbo trim gets you a strong 201-hp turbocharged four-cylinder and an available seven-speed automatic. Handling is responsive and secure. While the ride is quite stiff, it isn't punishing. Rear visibility through the split back window is decent at best. Reliability has improved to average.

PRICE	ROAD-TEST SCORE
$18,000-$23,950	67

Reliability ○ Satisfaction ◒ MPG 31

INFINITI

The premium Infiniti division comprises some unique models and some dressed-up Nissan derivatives. Fit and finish is usually very good, and the powertrains are strong. But recently, Infinitis haven't impressed us overall. The sporty Q50 was just so-so in our testing and has been a reliability headache. In contrast, the flagship Q70 sedan remains a very good car with average reliability. Some models, such as the QX50 and QX70, are getting long in the tooth. For 2016, Infiniti will introduce a new entry-level SUV, the QX30, based on the Mercedes-Benz GLA.

Infiniti Q50

OVERALL SCORE 57

Though quick, the Q50's underwhelming driving experience blots out any luxury-sports-sedan pretensions. Fit and finish, ride comfort, and noise isolation aren't up to scratch either. Handling is lackluster, mostly because of the dull steering. Ride comfort is unsettled and not helped by the stiff run-flat tires. The powertrain isn't a model of refinement, and fuel economy trails most of its peers. The cabin is roomy, and the rear seat is hospitable, but the front seat cushion is short. Even more frustrating is the slow-responding touch screen. Reliability has been much below average, and it received a low owner-satisfaction score in our survey. 2016 brings a new turbo four-cylinder, and two turbo V6 engines. The Hybrid version is still available.

PRICE	ROAD-TEST SCORE
$35,000-$54,000E	75

Reliability ● Satisfaction ◒ MPG 21

Infiniti Q70

OVERALL SCORE 78-82

The Q70 sedan is very quick, with a lively 330-hp V6 and a smooth seven-speed automatic that returned 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. But we found that the transition between electric and gas mode in the hybrid is too abrupt. Handling is quite agile, with communicative steering. The ride is firm and absorbs bumps well, but trails the competition in terms of plushness. The car is relatively quiet, with some engine noise at high revs. Very good interior quality, a roomy rear seat, and easy-to-use conventional controls are positives, although cabin ambience is austere. Blind-spot intervention is optional. An extended-length L version with a roomier rear seat is also available.

PRICE	ROAD-TEST SCORE
$49,850-$67,050	83-90

Reliability ○ Satisfaction ◒ MPG 21-25

Infiniti QX30

TO BE TESTED

Infiniti's shortcut into the entry-level luxury SUV category is based on the Mercedes-Benz GLA. Priced in the low- to mid-$30,000s, the new QX30 will be offered with just one powertrain, the 208-hp, 2.0-liter turbo four-cylinder found in the GLA SUV mated to a seven-speed dual-clutch automatic. Front-wheel drive is standard. Versions with the optional all-wheel-drive system have a slightly higher ride height. The cabin incorporates some obviously Mercedes-sourced parts, as well as Infiniti features such as the InTouch infotainment system. Available safety features include adaptive cruise control, forward-collision warning with emergency braking, and blind spot warning.

PRICE
$32,000-$45,000E

Reliability ◒* Satisfaction ○*

Infiniti QX50

NOT TESTED

Infiniti's QX50 dates back to 2008. For 2016 it gets a freshening and a 3-inch-longer wheelbase, which grants more than 4 additional inches to rear-seat leg and knee room. But underneath, it's still essentially a raised-wagon version of the old G37 sedan, a car we liked very much for its quickness, agility, and composed ride. Carrying over is the smooth seven-speed automatic and 325-hp, 3.7-liter V6, which remains punchy but tends to be noisy by current standards. Modest exterior changes include LED daytime running lights, and a new styling treatment. Up-to-date safety features include blind-spot warning, lane-departure warning, lane-keeping assist, and full speed-range adaptive cruise control with forward-collision warning.

PRICE
$34,450-$35,850

Reliability ○* Satisfaction ○*

Infiniti QX60

OVERALL SCORE 58

The midsized QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. Based on the Nissan Pathfinder, it has a comfortable ride, but handling lacks agility, making the QX feel rather mushy. Its 265-hp, 3.5-liter V6 and continuously variable transmission deliver smooth but just adequate acceleration and returned 19 mpg overall on premium fuel. Towing capacity is low at 3,500 pounds. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising leg support and seat comfort. Reliability has been well below average.

PRICE	ROAD-TEST SCORE
$41,550-$46,400	79

Reliability ● Satisfaction ◒ MPG 19

Infiniti QX70

PRICE $45,850-$47,300 | **ROAD-TEST SCORE** 72

Reliability ◒* Satisfaction ○* MPG 18

OVERALL SCORE 61

Aging but still worthy, the QX70 stands out with an eager powertrain, bold styling, and responsive handling. We tested it when it was still called the FX and had the 3.5-liter V6, which got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well-suppressed, although the QX70 isn't exactly nimble, and it rides rather stiffly. The roomy cabin is well-finished and mostly quiet, except for the loud engine. But the curvy styling hurts visibility and robs cargo space. A wide array of optional safety features includes autonomous braking and forward-collision warning. The useful surround-view camera system gives a bird's-eye view while parking.

Infiniti QX80

PRICE $63,250-$88,850 | **ROAD-TEST SCORE** 68

Reliability ◒* Satisfaction ◓ MPG 15

OVERALL SCORE 58

A very large SUV, the QX80 has a plush, luxurious, and quiet interior. We liked the steady, supple ride but found this big barge ungainly. Not only is handling cumbersome in everyday driving, but the QX80 doesn't shine at its limits either. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include lane-departure and blind-spot warning systems, and Infiniti's optional Backup Collision Intervention system.

JAGUAR

This storied British luxury and sports car brand is famous for avant-garde looks, plush interiors, and powerful engines. Most recent Jaguars have been sleek and low-slung, but pay for the styling statement with impeded access and a relatively tight cockpit. On the plus side, sharp handling puts Jaguars among the more sporting luxury-car choices. Infotainment systems have been updated and are more modern, but they still respond slowly. New models arriving in 2016 will give the brand a sports sedan and a luxury SUV. Reliability has not been a strong point.

Jaguar F-Pace

PRICE $40,990-$69,700

Reliability ◒* Satisfaction ◓*

TO BE TESTED

Jaguar's first SUV is based on a rear-wheel-drive platform shared with the new XE and redesigned XF. Prices start at $42,320 but can reach about $70,000 with options. The most common version, the 35t, will be powered by a 340-hp, supercharged 3.0-liter V6. We found this same engine smooth and effortless in other Jaguars. The S has a 380-hp version of this engine. A 2.0-liter turbo diesel may join the line later. All versions come with an eight-speed automatic and all-wheel drive. Active safety features are offered if you get the optional vision package. The interior is luxurious. A colorful touch screen manages the infotainment system. The F-Pace has a relatively low stance and is meant for sporty handling rather than climbing boulders.

Jaguar F-Type

PRICE $65,000-$106,450

Reliability ◒* Satisfaction ◓*

NOT TESTED

Jaguar's two-seat F-Type coupe and convertible have had a few updates added for 2016. Rear-drive V6 models get a six-speed manual that has stiff shift action. A smooth eight-speed automatic is standard, and the only gearbox available with the V8. All-wheel drive is new. Electric power steering replaces the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The F-Type is sporty and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the departed XK. 2016 brings a longer five-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance.

Jaguar XE

PRICE $34,900-$41,700

Reliability ◒* Satisfaction ◓*

TO BE TESTED

The new Jaguar XE, an athletic sports sedan, is poised to challenge the German establishment: Audi A4, BMW 3 Series, and Mercedes-Benz C-Class. The XE features a 340-hp, 3.0-liter supercharged V6 mated to an eight-speed automatic. A more efficient 180-hp, turbocharged four-cylinder diesel will serve as the base engine. Rear- and all-wheel-drive versions are available. Jaguar is calling the XE the lightest, stiffest model it has ever mass-produced, which should aid performance, handling, and fuel economy. A host of advanced active safety and driver assistance features and a new infotainment system are offered. The XE goes on sale this spring.

Jaguar XF

PRICE $51,900-$65,700

Reliability ◒* Satisfaction ◓*

TO BE TESTED

The redesigned XF gets a lighter body and new engines for 2016. Two supercharged V6s, making either 340 or 380 hp, are carried over, as is the eight-speed automatic transmission. In base form, Jaguar's new InControl Touch infotainment system is centered around an eight-inch touch screen, featuring a new user interface. The InControl Touch Pro system features a 10.2- or 12.3-inch touch screen. The navigation system uses memory of past drives and real-time traffic info to offer alternate routes. All 2016 models get a more generous five-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance.

Jaguar XJ

PRICE $74,400-$121,000 | **ROAD-TEST SCORE** 82

Reliability ◒* Satisfaction ◉* MPG 19

OVERALL SCORE 70

The capable, luxurious XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But some controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly, and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes head room and access, and the trunk is small. Changes for 2016 include a new infotainment system and updated styling, plus a more generous five-year/60,000-mile warranty.

JEEP

The very essence of rugged, go-anywhere vehicles, Jeeps have a long history of customer loyalty despite lagging in reliability, fuel economy, comfort, and interior fit and finish. Nowhere has that been truer than with the rough-rider Wrangler, an archaic workhorse loved by its owners. The Grand Cherokee has many good qualities, though of late, reliability has not been one. Things aren't any better with the newer, smaller Cherokee, which has unrefined powertrains and much worse than average reliability. The Renegade, a cousin of the Fiat 500X, didn't impress us in our testing.

Jeep Cherokee

OVERALL SCORE 40-47

PRICE	ROAD-TEST SCORE
$23,395-$34,695	58-71

Reliability ● Satisfaction ○ MPG 21-22

The Cherokee is too unrefined to be a contender among small SUVs. The best version is the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow, and its 22 mpg overall is lousy for the class. The nine-speed automatic is not very responsive or refined. Handling is competent but short on agility, and the ride is jittery. The rear seat is roomy and controls are intuitive with the 8.4-inch Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk is capable off-road, and the V6's 4,500-pound towing capacity is impressive. Updates for 2016 include stop-start on the V6, Siri Eyes Free, and the ability to customize the touch screen. Reliability has been much below average.

Jeep Compass

OVERALL SCORE 43

PRICE	ROAD-TEST SCORE
$19,595-$25,895	52

Reliability ●* Satisfaction ● MPG 22

Outdated and uncompetitive, the Compass's only attractive attribute is its low price. While its ride is fairly composed, handling is unimpressive, although it is ultimately secure at its relatively low limits. The sluggish 2.4-liter four-cylinder returned a paltry 22 mpg overall. The upright front seats are narrow and are not particularly comfortable, and the cabin is cramped. Controls are straightforward, but the very basic interior is austere. The high rear window makes the cabin feel claustrophobic, and the styling restricts visibility to the rear. A Poor owner-satisfaction score is another indication of how uncompetitive it is. There are far better small SUVs available.

Jeep Grand Cherokee

OVERALL SCORE 58-60

PRICE	ROAD-TEST SCORE
$29,595-$68,390	78-82

Reliability ● Satisfaction ◒ MPG 18-24

We like driving the Grand Cherokee, with its solid, upscale interior; comfortable seats; and supple, controlled ride. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Updates for 2016 include engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever. Reliability has been well below average.

Jeep Patriot

OVERALL SCORE 40

PRICE	ROAD-TEST SCORE
$17,595-$25,495	56

Reliability ◒ Satisfaction ● MPG 21

Although the small Patriot SUV has a compliant ride and mostly simple controls, little else stands out other than its temptingly low price. Like the similar Jeep Compass, the Patriot is seriously outdated and outclassed by the majority of the small-SUV class. Handling borders on clumsy, although the Patriot ultimately proves secure at its limits. In our tests the sluggish 2.4-liter four-cylinder returned just 21 mpg overall, placing it at the bottom of our tested small-SUV category. Once inside, passengers will notice the narrow cabin, wide center console, low-rent interior, and small windows, which give the car a closed-in feeling. On top of all that, the cargo area is small. Reliability has dropped to below average.

Jeep Renegade

OVERALL SCORE 46

PRICE	ROAD-TEST SCORE
$17,995-$27,120	56

Reliability ●* Satisfaction ◒* MPG 24

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. Depending on options, the Renegade offers traditional Jeep features such as some off-road ability in the Trailhawk version and open-air driving via its optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, rear cross-path detection, and a backup camera. Chrysler's Uconnect infotainment system is available.

Jeep Wrangler

OVERALL SCORE 26

PRICE	ROAD-TEST SCORE
$23,895-$41,695	20

Reliability ◒ Satisfaction ◒ MPG 17

As an everyday vehicle, the Wrangler trails most SUVs, but few are better for off-road use. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. Though the Wrangler may be better than ever before, the ride rocks and jiggles constantly, and handling is clumsy. Wind noise is very loud at highway speeds. Getting in and out is awkward, and the interior is uncomfortable. Off-road performance is legendary, and the Rubicon version performs better there than our tested Unlimited Sahara did. IIHS side-crash results for the two-door are poor, and the four-door scored marginal; but offset frontal and small-overlap results for the four-door are good. Reliability has been below average.

KIA

Like its corporate cousin Hyundai, Kia delivers stylish and competent cars often sold for less than the competition. Over the last several years, Kia's lineup has been thoroughly overhauled, and the result is a portfolio of cars and SUVs with modern design and excellent equipment levels for the money. Kia is in the process of sorting out its suspension tuning, and it shows in the most recent Sorento and Optima that we have tested. Reliability has recently been on the rise, ranging mostly from average to well above average. Kia's powertrain offerings generally deliver respectable acceleration and fuel economy.

Kia Cadenza

OVERALL SCORE 81

PRICE	ROAD-TEST SCORE
$32,990-$44,090	83

Reliability ◓ Satisfaction ◓ MPG 22

The Cadenza banishes any thought that Kia builds only cheap cars. This is a competent and credible competitor among large sedans. There's a lot here for the money, including a luxurious and quiet interior, a roomy backseat, responsive handling, and a comfortable ride. The only powertrain is a 293-hp, 3.3-liter V6 engine and six-speed automatic, which performs slickly and delivers a competitive 22 mpg overall. Controls are refreshingly easy to use, though some drivers found the steering wheel wouldn't adjust close enough, and head room could be tight for taller drivers. A host of electronic safety aids are available, but forward-collision warning remains unavailable. Reliability has been above average.

Kia Forte

OVERALL SCORE 71

PRICE	ROAD-TEST SCORE
$15,990-$21,990	78

Reliability ○ Satisfaction ○ MPG 28

Kia's Forte provides generous interior room and a wide assortment of amenities. Our tested base LX sedan got 28 mpg overall with the smooth 1.8-liter four-cylinder and six-speed automatic. Though the ride is absorbent, it tends to feel floaty over undulations. Handling is very secure but not particularly agile. All EXs get a stronger 2.0-liter four-cylinder, and the SX hatchback uses a 1.6-liter turbo. The spacious interior is quiet for a compact car, and the controls are logically arranged. Available features include front and rear heated and ventilated seats. 2016 brings an optional rear-view camera for the LX trim line, and standard keyless entry and heated mirrors. Reliability has been average. The 2017 SX turbo gets a seven-speed sequential.

Kia K900

NOT TESTED

PRICE
$49,000-$61,900

Reliability ○* Satisfaction ◓*

Kia's flagship is the brand's first rear-drive model and cousin of the Hyundai Equus. It is offered with a smooth and punchy 420-hp V8 with an eight-speed automatic. The K900 is like a traditional freeway cruiser: more comfortable wafting along in a straight line than carving corners. If you're looking for the cushy ride found in old Cadillacs or Oldsmobiles, this may be the car for you. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include blind-spot and lane-detection systems, rear cross-traffic alert, a wraparound camera, and front-collision warning. A 3.8-liter V6 is new for 2016.

Kia Optima

TO BE TESTED

PRICE
$21,840-$35,790

Reliability ○* Satisfaction ◓*

Riding on an all-new chassis shared with the Hyundai Sonata, the redesigned 2016 Optima midsized sedan is longer and wider, with a more spacious cabin. It drives nicely, with a firm yet absorbent ride and responsive handling. Two carryover four-cylinders are available: a mainstream 2.4-liter and an uplevel 2.0-liter turbo. New to the line is a 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission. The latest version of Kia's UVO touch-screen infotainment system works with Apple CarPlay and Android Auto, allowing you to operate select apps from a smartphone through the touch screen. The Hybrid remains on the old platform for now.

Kia Rio

OVERALL SCORE 51-53

PRICE	ROAD-TEST SCORE
$14,165-$20,905	62-64

Reliability ◒ Satisfaction ● MPG 29-30

This sibling of the Hyundai Accent is available as a sedan or hatchback. Power comes from a 138-hp, 1.6-liter four-cylinder mated to a six-speed automatic. Fuel economy of 29 mpg overall with our automatic-equipped hatchback and 30 mpg for the sedan is pretty unimpressive. Its stiff ride and noisy cabin are typical of the genre and can get annoying during long trips, but they aren't unbearable. Handling is a strong suit, with the car feeling responsive in corners. Higher-trim models offer amenities such as heated seats and a rear-view camera, but they can push up the price steeply. Changes for 2016 include updated exterior and interior styling. Reliability has dropped to below average, and owner satisfaction is low.

Kia Sedona

OVERALL SCORE 69

PRICE	ROAD-TEST SCORE
$26,400-$39,900	70

Reliability ○* Satisfaction ◓ MPG 20

The Sedona is available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Honda Odyssey and the Toyota Sienna. Handling is rather ungainly, but ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward-collision, blind-spot, and cross-traffic alert systems. Starting in 2016, a rear-view camera is standard on all trim lines.

Kia Sorento

OVERALL SCORE 84

PRICE	ROAD-TEST SCORE
$24,900-$43,100	84

Reliability ● Satisfaction ● MPG 21

A 2016 Top Pick, this midsized SUV is functional and refined, and its wide price range makes it an alternative to small and midsized SUVs. Three engines are available: the base 185-hp, 2.4-liter four-cylinder; a 240-hp, 2.0-liter turbo four; and the smooth and quiet 290-hp, 3.3-liter V6. All use a six-speed automatic. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. Supportive seats and simple controls help make the Sorento easy to live with. Available safety gear includes adaptive cruise control, forward-collision warning, blind-spot detection, and rear cross-traffic alert, as well as a surround-view monitor. Good crash-test results are a plus. Reliability of the redesign has been well above average.

Kia Soul

OVERALL SCORE 72

PRICE	ROAD-TEST SCORE
$15,690-$35,950	74

Reliability ◓ Satisfaction ◓ MPG 26

There is more to the boxy Soul than quirky styling. There's abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can be an SUV alternative, functionality-wise. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. An extensive options list includes heated seats, touch-screen navigation, and a backup camera. An electric version is available on the West Coast and in some Northeast states. Available features for 2016 include forward-collision and lane-departure warning systems. Reliability has been above average.

Kia Sportage

TO BE TESTED

PRICE
$23,000-$32,000E

Reliability ○* Satisfaction ◒*

The Sportage gets a redesign for the 2017 model year. The main engine will be a 2.4-liter four-cylinder, while the top-trim SX versions will use a 2.0-liter turbocharged four-cylinder. Both engines will be mated to a six-speed automatic transmission. In our tests we found the redesigned Tucson to be a roomy, comfortable, and refined SUV. Gone is the stiff and noisy ride, leisurely acceleration, and rather basic interior. We've been impressed with the two Tucson versions that we have tested, and we expect a more refined and responsive driving experience from the redesigned Sportage, judging by the new Tucson. We couldn't recommend the outgoing Sportage because it got a Poor in the IIHS small-overlap crash test.

LAND ROVER

While they evoke an image of conquering undeveloped lands, in reality Land Rovers are more likely to be seen roaming country-club parking lots. The top-end Range Rover can be an imposing alternative to a large luxury sedan, with a cushy ride and an opulent interior. But some lesser models, such as the Evoque, are high on style and low on substance. Off-road capabilities remain first-rate on most models. However, the new emphasis on fuel economy and on-road manners has diminished the off-road focus in some versions. Powertrains and other components are shared with Jaguar. Reliability has not been a strong point, based on our limited data.

Land Rover Discovery Sport

OVERALL SCORE 47

PRICE
$37,455-$45,955

ROAD-TEST SCORE
58

Reliability ●* Satisfaction ◒* MPG 21

The compact Discovery Sport is based on the Evoque, with seating for five or, with its tiny optional third row, seven. It uses a 240-hp, 2.0-liter turbo four-cylinder mated to a nine-speed automatic. Power delivery is spiky, either too little or too much, and the transmission is neither smooth nor responsive. The ride is stiff-legged and handling is far from sporty. Available safety features include lane-departure, blind-spot warning, and emergency autonomous braking systems. A surround-view 360-degree camera system is offered, too. Land Rover's Terrain Response system provides some off-road capability. Despite a base price starting at $37,455, typically equipped versions run into the high-$40,000 range.

Land Rover LR4

NOT TESTED

PRICE
$50,400-$60,600

Reliability ● Satisfaction ◒*

Compared with the rest of the Land Rover line, the LR4 is looking a bit dated. The ride is supple but can get unsettled. Handling, though ultimately secure, is not a strong suit. The LR4 leans and lumbers when hustled through corners. A 3.0-liter supercharged V6 and eight-speed automatic are standard. The roomy cabin is comfortable, quiet, and luxuriously appointed, but some controls are confusing. The third-row seat is usable by adults, and cargo capacity is generous, but the two-piece tailgate is fussy to use. Off-road capabilities are top-notch, in part because of the height-adjustable suspension and electronic adjustments for various terrain types. 2016 models get infotainment system upgrades.

Land Rover Range Rover

OVERALL SCORE 60

PRICE
$84,950-$199,495

ROAD-TEST SCORE
80

Reliability ●* Satisfaction ◉* MPG 17

Owners of any ultra-luxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps. Handling is responsive and secure but not sporty. We averaged 17 mpg overall, which isn't great but is better than most rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities. Cabin furnishings and seats are first-rate, but the slow touch screen is complex. The optional InControl Apps system lets the screen mimic a smartphone interface. New for 2016 is a 254-hp turbodiesel V6 and an available hands-free system to open the tailgate.

Land Rover Range Rover Evoque

NOT TESTED

PRICE
$41,475-$53,775

Reliability ●* Satisfaction ◒*

Overall, the Evoque compact SUV is more about style than functionality. We tested a four-door Evoque with the old six-speed automatic, and got 21 mpg overall. A nine-speed automatic is now standard, and it's neither smooth nor responsive. The ride is choppy and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Routine handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability—uncommon in this class. Updates for 2016 include new seats and the new InControl infotainment system, and lane-departure warning with lane-keeping assist is optional.

Land Rover Range Rover Sport

OVERALL SCORE 57

PRICE
$64,950-$111,350

ROAD-TEST SCORE
74

Reliability ●* Satisfaction ◉* MPG 18

While the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on maneuverability and handling prowess and less on ride comfort and off-road ability. Low range gearing is optional. Power comes from strong supercharged V6 and V8 engines mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy. Some controls are behind the times, though the optional InControl Apps system lets the system mimic a smartphone interface. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and stronger SVR V8 version are new for 2016.

LEXUS

Known for making quiet, plush, and very reliable vehicles, Lexus is best exemplified by the LS, which could be characterized as the world's finest appliance. Interiors are mostly well-finished, the engines are smooth and fairly powerful, and hybrid models are fuel efficient. Many core models, such as the ES and RX, score highly for owner satisfaction, though the CT and IS don't fare as well. The new NX small SUV is an attempt to inject style and sportiness into a bland lineup. The GS sedan, though competitive, hasn't been a sales success. The old-school GX and LX SUVs are outdated.

Lexus CT 200h

OVERALL SCORE 70

PRICE	ROAD-TEST SCORE
$31,250	65

Reliability ● Satisfaction ○ MPG 40

This small hatchback has excellent fuel economy, but its refinement isn't up to the Lexus standard. A 2016 freshening brought styling updates and mechanical tweaks said to improve ride comfort and noise levels, two areas we found problematic in our testing. Using the same powertrain as the previous-generation Prius, the CT's 40 mpg is 4 mpg less than the roomier Toyota. The CT can drive solely on electric power at low speed. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is well-assembled, with quality materials. But the rear seats are tight, cargo capacity is modest, and the view out back is limited. Reliability has been outstanding.

Lexus ES

OVERALL SCORE 79

PRICE	ROAD-TEST SCORE
$38,000-$40,920	77-78

Reliability ● Satisfaction ● MPG 25-36

For those who don't care about sporty driving dynamics, the upscale ES is an alternative to sedans like the Toyota Camry or Avalon. Handling is sound but falls short of being engaging or fun. Uncharacteristic for Lexus, the ride is on the stiff side, and the optional 18-inch wheels make it worse. The powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. But in our opinion the hybrid is more appealing, thanks to its combination of size and fuel economy, returning a class-leading 36 mpg overall and 44 on the highway in our tests. Inside, the quiet cabin looks good at first, but some cheap touches are apparent. The mouselike infotainment interface is distracting and convoluted. Reliability has been excellent.

Lexus GS

OVERALL SCORE 82

PRICE	ROAD-TEST SCORE
$47,700-$84,400	83

Reliability ● Satisfaction ◒ MPG 21

The GS competes well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut, yet supple ride compete well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Rear-drive versions get an eight-speed automatic, while AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment systems. A high-performance GS F with a 467-hp V8 is available. 2016 brings a rear-drive 200t with a turbo four-cylinder. A blind-spot monitor with rear cross-traffic alert is standard. Reliability has been well above average.

Lexus GX

OVERALL SCORE 74

PRICE	ROAD-TEST SCORE
$50,140-$61,515	70

Reliability ● Satisfaction ◒ MPG 17

Like its Toyota 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain that gets 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times. Reliability has consistently been above average.

Lexus IS

OVERALL SCORE 65

PRICE	ROAD-TEST SCORE
$37,325-$43,035	58

Reliability ● Satisfaction ○ MPG 21

In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with true sports sedans. Ride comfort is neither tied down nor plush. Even the punchy IS 350 is underwhelming to drive. For 2016 a new 255-hp V6 powers the IS 300. Still, the interior is extremely cramped, and getting in and out is an ungraceful chore, even by the class's standards. Fit and finish is okay but not a standout. The mouselike infotainment controller takes attention away from driving. A new 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive. Reliability has been above average, but the IS scores too low in our road tests to be recommended.

Lexus LS

OVERALL SCORE 86

PRICE	ROAD-TEST SCORE
$72,520-$82,305	89

Reliability ● Satisfaction ● MPG 21

The Lexus flagship sedan delivers luxurious, highly refined, and fuss-free motoring with a comfortable and serene ride. It has an exceptionally quiet cabin and is laden with features. Fit and finish is excellent. Its recent freshening made handling a bit more responsive while retaining the silky ride. The strong V8 and eight-speed automatic deliver a very smooth and responsive package. The extended-length version has generous rear-seat room. A self-parking feature and all-wheel drive are optional. The LS 600h hybrid comes with standard AWD. Despite retaining some conventional knobs and buttons, the mouse-controlled infotainment system is complicated and distracting to use.

Lexus LX

NOT TESTED

PRICE
$88,880

Reliability ◒* Satisfaction ◒

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 also found in the Tundra pickup. It has a comfortable ride and a quiet, plush, and well-assembled cabin. Our tested Land Cruiser got only 14 mpg overall but was very composed and secure off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. 2016 brings a standard eight-speed automatic and blind-spot monitor with rear cross-traffic alert, while the Lexus Safety System+ is optional.

Lexus NX

OVERALL SCORE 75-77

PRICE	ROAD-TEST SCORE
$34,865-$41,310	71-74

Reliability ● Satisfaction ◒ MPG 24-29

Based on the Toyota RAV4, the compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is more firm than cosseting and cabin noise isn't particularly hushed. The NX 200t's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but some cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The infotainment system's fussy touchpad requires distracting focus to use when driving. First-year reliability has been well above average.

Lexus RC

NOT TESTED

PRICE $39,995-$62,805

Reliability * Satisfaction

This aggressively styled coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the tire that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises agility.

Lexus RX

OVERALL SCORE 78-81

PRICE $41,900-$57,045 | **ROAD-TEST SCORE** 77-80

Reliability * Satisfaction MPG 22-29

The RX got a 2016 makeover, with avant-garde exterior styling and advanced safety features. Its 3.5-liter V6 is now linked to a new eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling, however, is ponderous and devoid of any sporty feel. The mouselike controller and interface require a steep learning curve. Rear passengers get lots of leg and knee room. Options include blind-spot monitoring, rear cross-traffic alert, and lane-departure warning.

LINCOLN

Ford's luxury brand offers models that are plusher and better equipped than their basic brethren. Most recent models possess competent ride and handling. The well-executed MKZ, which is based on the Ford Fusion, stands out with a luxurious, quiet interior, and ride and handling that rival European sports sedans. But we can't say the same about the MKC compact crossover, which doesn't make a compelling case for itself over the Ford Escape Titanium. Like Ford, reliability has been spotty, largely because of the MyLincoln Touch electronic control interface, which has been replaced by Sync 3 on some 2016 models.

Lincoln MKC

OVERALL SCORE 55

PRICE $33,260-$42,955 | **ROAD-TEST SCORE** 72

Reliability Satisfaction MPG 19

The MKC includes luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but it returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure, but trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. For the 2016 model year, Sync 3 replaces the convoluted MyLincoln Touch infotainment system. First-year reliability has been well below average.

Lincoln MKS

OVERALL SCORE 59

PRICE $39,850-$45,840 | **ROAD-TEST SCORE** 66

Reliability Satisfaction MPG 20

This large, Ford Taurus-based sedan is outdated, cramped for its size, and not very competitive. The base 3.7-liter V6 engine lacks refinement. An optional turbocharged 3.5-liter V6 is more pleasant and more powerful, with little sacrifice in fuel economy. It's the only engine available with AWD. The ride lacks the plushness expected of a luxury sedan. The interior is well-finished, but the driving position and foot well are narrow. A small opening limits the usefulness of the trunk, and a high rear deck reduces visibility. Reliability has improved to average. For 2016, Sync 3 replaces the troublesome MyLincoln Touch infotainment system. Until the larger Continental goes on sale, this is Lincoln's largest sedan.

Lincoln MKT

NOT TESTED

PRICE $43,210-$45,205

Reliability * Satisfaction

This three-row SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. Base models are equipped with a lackluster 3.7-liter V6. We tested the uplevel 3.5-liter turbo V6 version, which was quick and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. For the 2016 model year, Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.

Lincoln MKX

TO BE TESTED

PRICE $38,100-$47,650

Reliability * Satisfaction *

Similar to the Ford Edge, the redesigned 2016 MKX is based on a platform shared with the Ford Fusion and Lincoln MKZ sedans. This new MKX is quiet, refined, and high-tech. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, while the optional 335-hp, 2.7-liter turbo V6 is smooth and delivers effortless thrust. The push-button shifter is inconveniently located far up on the dash. Front- and all-wheel-drive versions are available. The cabin feels first class, with abundant wood, brushed metal, and leather surfaces, with the Black Label version even more luxurious. Convenience and safety features include a 360-degree camera, parking and lane-keeping assist, cross-traffic alert, and automatic braking, if the driver fails to react to danger.

Lincoln MKZ

OVERALL SCORE 75

PRICE $35,190-$37,080 | **ROAD-TEST SCORE** 83-84

Reliability Satisfaction * MPG 23-34

Based on the Ford Fusion, the upscale MKZ has a luxurious, quiet interior, and its ride and handling rival some high-end European sports sedans. Powertrains include a 2.0-liter turbocharged four-cylinder and a 3.7-liter V6, each matched with a six-speed automatic. There's also a hybrid, which returned a near-class-best 34 mpg overall in our tests. The push-button gear selector and touch-sensitive controls for climate and audio functions are frustrating to use. And the modern styling compromises cabin access and rear-seat room. Reliability has been average. An updated 2017 MKZ with more powerful engines, a revised infotainment system, and simpler controls goes on sale this summer.

Lincoln Navigator

PRICE $63,090-$76,540 | **ROAD-TEST SCORE** 72

Reliability ○* Satisfaction ◒* MPG 15

OVERALL SCORE 69

This more luxurious version of the Ford Expedition is neither as quiet nor as plush as its GM competitors, but it offers a much more comfortable third-row seat. The 3.5-liter turbo V6 delivers smoother, more effortless power delivery than the old V8 that it replaced, and it returned 15 mpg in our testing. Handling is ungainly but secure. The Navigator rides comfortably, but wind noise is excessive. The interior looks dated and fails to hide the Navigator's pickup-truck roots. Both regular- and long-wheelbase versions are available. The motorized running boards help access to the tall cabin. For the 2016 model year, Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.

MASERATI

A storied Italian maker of elegant, sporty cars, Maserati has been a niche brand for almost its entire 100-year history. It has gone through several ownerships, partnerships, and identity crises over the years. Engines are developed by Ferrari, but recent models also extensively crib from the Chrysler parts bin. In an attempt to broaden the marque's appeal, the relatively affordable Ghibli, essentially a four-door coupe, was introduced in 2014. A luxury SUV called the Levante debuts in late 2016.

Maserati Ghibli

PRICE $70,600-$78,550 | **ROAD-TEST SCORE** 71

Reliability ◒* Satisfaction ◒* MPG 19

OVERALL SCORE 59

The Ghibli is based on a Chrysler 300 platform. Its base engine is a Ferrari-developed 345-hp turbo V6 mated to an eight-speed automatic. The SQ-4 all-wheel-drive version we tested has a 404-hp turbo V6. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, and the rear is cramped. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is festooned with high-quality leather and suede, and most controls are easy to use, including Chrysler's Uconnect touch screen. But it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins. Maserati claims that, among other tweaks, wind noise has been reduced for 2016.

MAZDA

This small, innovative automaker proves driving excitement is alive and well. Mazda is most known for the plucky Miata roadster, but that fun-to-drive element pervades the lineup. Mazda uses lightweight construction and efficient powertrain technology, which contribute to excellent fuel economy without resorting to hybrids. Although often overlooked when consumers shop the Big 3 Japanese brands, Mazdas prove surprisingly rewarding to those who enjoy driving. More often than not, Mazdas deliver nimble handling and strong reliability. Noise isolation and ride comfort haven't been so stellar, however.

Mazda CX-3

PRICE $19,960-$26,240 | **ROAD-TEST SCORE** 64

Reliability ◒* Satisfaction ◒* MPG 28

OVERALL SCORE 67

Mazda's entry in the mini-utility segment brings agile handling, a solid and substantial feel, and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. This is the first non-luxury mini-SUV to offer blind-spot monitoring and adaptive cruise control.

Mazda CX-5

PRICE $23,195-$29,470 | **ROAD-TEST SCORE** 74

Reliability ◒ Satisfaction ◒ MPG 25

OVERALL SCORE 74

Spry and fuel-efficient, Mazda's mainstay small SUV competes well in this crowded segment. Agile handling, combined with plentiful power from the 2.5-liter, 184-hp four-cylinder, makes it fun to drive; a less powerful 2.0-liter four comes only with FWD and a manual transmission. 2016 updates brought slightly improved ride comfort and interior noise but added a more complex rotary dial-controlled infotainment system that takes some time to master. Cabin and cargo space are plentiful, and driver visibility is good, aided by standard blind-spot monitoring on higher trims. The Grand Touring trim offers forward-collision warning with autobraking. Reliability has been above average, and crash-test results are good.

Mazda CX-9

PRICE $30,000-$38,000E

Reliability ○* Satisfaction ◒*

TO BE TESTED

After a nine-year run, Mazda's CX-9 has been redesigned, moving to a stretched version of the platform used for the Mazda6 and CX-5. It gains 2 inches of wheelbase while overall length has dropped by 2 inches and weight is down by about 250 pounds. The CX-9 uses a 250-hp, 2.5-liter turbocharged four-cylinder mated to a six-speed automatic, for a claimed 20 percent improvement in fuel economy. Both front- and all-wheel drive are available. The well-finished interior includes a snug third-row seat, and Mazda's dial-controlled infotainment system, which takes time to master. Available safety features include blind-spot monitoring, lane-keep assist, lane-departure warning, and forward-collision warning with active braking.

Mazda MX-5 Miata

PRICE $24,915-$31,270 | **ROAD-TEST SCORE** 80

Reliability ◒* Satisfaction ◉ MPG 34

OVERALL SCORE 79

Mazda modernized the classic roadster concept with the original Miata. Lighter and shorter than the diminutive original, the fourth-generation remains true to the formula. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime backroad handling, but high levels of noise, unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping open the convertible top is a breeze.

Mazda3

PRICE	ROAD-TEST SCORE
$17,845-$26,495	72-73

Reliability ◓ Satisfaction ◓ MPG 32-33

OVERALL SCORE 74

Whether as a sedan or hatchback, the Mazda3 is fun to drive, thanks to its perky handling. At 33 mpg, the Mazda3 is the most fuel-efficient compact that isn't a hybrid or a diesel. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features like a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats. Reliability has been above average.

Mazda6

PRICE	ROAD-TEST SCORE
$21,495-$30,195	79

Reliability ◓ Satisfaction ◓ MPG 32

OVERALL SCORE 77

Sporty yet sparing with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, the best fuel economy among conventional midsized sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, with considerable wind noise on the highway. For the 2016 model year, the car receives a mild freshening that includes a new dash, and a center display screen that is operated via a central knob on the console, which takes some getting used to. A head-up display is optional.

MERCEDES-BENZ

These luxury vehicles typically offer a plush ride, quietness, an impeccable interior, advanced safety systems, and crisp handling. Models such as the C-, E-, and S-Class sedans, and the GL and GLE SUVs, perform very well in our tests. High-performance AMG versions are fierce racetrack machines. However, some recent entry-level models, namely the CLA sedan and GLA SUV, don't live up to the brand's premium promise. Both are too snug, come with less-than-luxurious interiors, and suffer from a stiff ride and uneven power delivery. Reliability has been a sore point for many models.

Mercedes-Benz B-Class ED

PRICE
$41,450

Reliability ◒* Satisfaction ○*

NOT TESTED

The B-Class is the first all-electric car that Mercedes-Benz has offered in the U.S. It has about 85 miles of range, and its 36-kWh lithium-ion battery can be replenished in 4 hours. The B-Class seats five, and the battery pack doesn't intrude on passenger or cargo space. However, the car feels rather outdated, thanks in part to its stiff ride and clumsy handling, and is neither particularly quick nor very quiet. A suite of advanced safety and convenience features is available, including a system that lets the driver check on the charging status via a smartphone.

Mercedes-Benz C-Class

PRICE	ROAD-TEST SCORE
$38,950-$73,250	85

Reliability ● Satisfaction ◓ MPG 26

OVERALL SCORE 65

This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the infotainment system takes time to master. Semi-autonomous highway steering is optional, and autonomous braking is standard. The rip-roaring C63 AMG gets a 469-hp, twin-turbo V8 in standard form or 503-hp in the S version. New additions include a C350e plug-in hybrid, C300d diesel, and C450 AMG Sport. First-year reliability of the redesign has been well below average.

Mercedes-Benz CLA

PRICE	ROAD-TEST SCORE
$32,050-$49,500	64

Reliability ● Satisfaction ◒ MPG 28

OVERALL SCORE 53

Don't be fooled: The sleek CLA250 is not an inexpensive C-Class. Mercedes' entry-level, front-drive four-door coupe has high-quality interior materials, and respectable fuel economy of 28 mpg. But the driving experience falls well short of a typical Mercedes. The 2.0-liter four-cylinder and seven-speed automatic lack refinement. It's quick, but power delivery is uneven. While fairly nimble in the corners, the car rides very stiffly. The cabin is noisy and cramped, especially in the rear; the view out is seriously impaired; and cabin access is difficult. All-wheel drive is optional. A high-performance, 375-hp CLA45 tops the range. Reliability has been well below average, and the CLA scores too low to be recommended.

Mercedes-Benz CLS

PRICE
$66,900-$107,800

Reliability ◒* Satisfaction ○

NOT TESTED

The extensively freshened CLS gets a new 329-hp, twin-turbo 3.0-liter V6 hooked up to a seven-speed automatic for the base powertrain. The 550 gets a 402-hp, 4.7-liter twin-turbo V8 mated to a new nine-speed automatic. An AMG version with a 577-hp, 5.5-liter V8 delivers ferocious acceleration. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. The coupelike styling results in a low roof and small windows, reducing interior space. That limits cabin access, hurts visibility, and compromises rear-seat room. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. All-wheel drive is available.

Mercedes-Benz E-Class

PRICE	ROAD-TEST SCORE
$52,650-$104,300	86-93

Reliability ○ Satisfaction ◓ MPG 21-30

OVERALL SCORE 82-87

Long a benchmark midsized luxury sedan, the E-Class combines a feeling of substance and class with enjoyable and agile handling. Luxury-trim versions have a smooth and cushy ride, while the Sport is considerably firmer. The responsive 3.5-liter V6 and seven-speed automatic returned 21 mpg overall. We also tested a four-cylinder diesel, which got an excellent 30 mpg overall, with a range of more than 800 miles. The interior is plush, with excellent seats and fit and finish. A coupe, convertible, and wagon (with a rear-facing third row) are also available, as is an all-wheel-drive, high-performance E63 AMG sedan. Reliability has been average. A 2017 redesign goes on sale this summer.

Mercedes-Benz GLA

PRICE $32,500-$49,580 | **ROAD-TEST SCORE** 70

Reliability ◒* Satisfaction ○ MPG 26

OVERALL SCORE 61

Essentially a raised wagon version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined and, combined with the engine's turbo lag, makes the GLA feel lethargic despite its quick acceleration times. Handling is dialed in, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor. Standard safety features include a radar-based collision-prevention system. Autonomous emergency braking, blind-spot monitoring, and lane assist are optional. A front-drive version and a high-performance 375-hp GLA45 are available. 2016 models get an upgraded infotainment system.

Mercedes-Benz GLC

PRICE $38,950-$40,950

Reliability ○* Satisfaction ◒*

TO BE TESTED

Based on the current C-Class, the rounded GLC replaces the GLK. Larger dimensions improve rear-seat room, although it's still a bit snug. Plush furnishings inside the quiet cabin prove appealing, although it also has Mercedes' complex infotainment system. The 241-hp, 2.0-liter turbo four-cylinder delivers ample power, and is matched to a nine-speed automatic. Unlike other nine-speeds we've tried, this one typically works well. The GLC rides comfortably and handles with athleticism. Forward-collision warning with automatic braking is standard, but other safety gear like blind-spot monitoring and cross-traffic alert comes in confusing options packages. Towing capability is high for the class, and air suspension is optional.

Mercedes-Benz GLE

PRICE $51,100-$109,300 | **ROAD-TEST SCORE** 75

Reliability ○ Satisfaction ◒ MPG 18

OVERALL SCORE 75

Renamed from the M-Class, the GLE is a capable and luxurious midsized SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing limits. A four-cylinder turbodiesel is also available. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback and precision. Emergency handling reaches its limits at modest speeds, reducing confidence. First-rate interior finish and well-padded seats are interior highlights, but the infotainment system is complex. Forward-collision warning with autobraking is standard. A new plug-in hybrid version is said to deliver 18 miles of all-electric driving.

Mercedes-Benz GLE Coupe

PRICE $65,100-$109,300

Reliability ○* Satisfaction ◒*

NOT TESTED

Based on the midsized GLE, the GLE Coupe is Mercedes-Benz's answer to the coupelike BMW X6 SUV. The letter E signifies that it's in the E-Class segment, size-wise. The GLE 450 AMG Coupe debuts with a 362-hp, 3.0-liter twin-turbo V6 that drives all four wheels through a nine-speed automatic. Drivers can customize steering and suspension settings using a center console knob. An even stronger AMG GLE63 S is available, featuring a 577-hp twin-turbo 5.5-liter V8 and seven-speed automatic. The GLE Coupe includes safety features such as cross-traffic and lane-keeping assist, and blind-spot monitoring.

Mercedes-Benz GLS

PRICE $65,000-$122,000E | **ROAD-TEST SCORE** 82

Reliability ● Satisfaction ◒ MPG 20

OVERALL SCORE 63

Mercedes' seven-passenger SUV is freshened for the 2017 model year, with revised interior and exterior styling, an enhanced nine-speed automatic, and upgraded air suspension. Our last tested GL was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved very clumsy when pushed to its handling limits. Engines include a 255-hp V6 diesel; a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes adaptive cruise control, pedestrian detection, cross-traffic alert, blind-spot warning, and lane-keeping assist.

Mercedes-Benz Metris

PRICE $28,950-$32,500

Reliability ◒* Satisfaction ◒*

NOT TESTED

Fundamentally a commercial van, the Metris can be configured as a near-windowless delivery van or a passenger-hauling shuttle. Approximately the same length as a minivan, the Mercedes is taller and wider, with generous head room and available seats for eight. The sole powertrain is a 208-hp, 2.0-liter turbo four that drives the rear wheels. Handling is responsive but the ride is on the stiff side. The high payload rating is impressive and the turning circle is terrific. Despite its Mercedes badge, the Metris isn't that plush. The long options list includes power sliding side doors, auto climate control, and a rear camera, but lacks minivan mainstays like a rear entertainment system or easy-folding seats.

Mercedes-Benz S-Class

PRICE $95,650-$234,050 | **ROAD-TEST SCORE** 96

Reliability ● Satisfaction ● MPG 18

OVERALL SCORE 73

The S-Class is brimming with features and qualities that make it stand out among luxury cars. A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S550 brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush, commanding, and steady—the best we've ever tested—and the cabin is ultrahushed. Even though it's large and posh, handling precision is commendable. Many controls are overly complicated, however. A coupe version is available, and a plug-in hybrid is new for 2016. A convertible version is due out in the spring. Reliability has been well below average.

Mercedes-Benz SL

PRICE $85,050-$217,550

Reliability ○* Satisfaction ◒

NOT TESTED

The SL is a luxurious two-seat convertible but not a hardcore sports car. It is made almost entirely of aluminum to save weight. Power comes from a 4.7-liter V8 that employs a start-stop feature designed to save fuel. The retractable hardtop has adjustable opacity to let sunlight in even when the top is raised. The SL is full of high-tech features and safety equipment: collision mitigation, adaptive brakes and cruise control, active head restraints, head-curtain airbags, and more. An entry-level 329-hp, twin-turbo V6 SL400 starts at "just" $85,000. For 2016, the 4.7-liter V8 engine gained 20 more horsepower. The SL gets a freshening for the 2017 model.

Mercedes-Benz SLC

NOT TESTED

PRICE
$45,000-$65,000E

Reliability ○* Satisfaction ◒*

For 2017 the updated SLK also gets a new name: SLC. It features a retractable hardtop that does a great job at keeping the interior quiet. The SLK250 we tested had a 1.8-liter, turbo four-cylinder that delivered ample thrust, while the new SLK300 uses a more powerful 2.0-liter engine coupled to a nine-speed automatic. There is a more powerful V6 SLC43 version. The SLK has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.

MINI

Designed and engineered by BMW, Mini embodies the classic charm of the British runabout. The base model is a ground-hugging, front-drive hatchback that has unparalleled agility. Cooper S versions are quick and emit an invigorating exhaust note. A four-door hatchback and redesigned Clubman are also offered. Despite their diminutive size, Minis command a premium price and shouldn't be viewed as bargain cars. The Mini infotainment system offers comprehensive connectivity, but it's initially confusing to use. Fuel economy is generally commendable. In recent years reliability has been average.

Mini Cooper

OVERALL SCORE 64-72

PRICE	ROAD-TEST SCORE
$20,700-$30,600	68-81

Reliability ○ Satisfaction ◒ MPG 30-31

The Cooper is now available with four doors. Engine choices include three- and four-cylinder turbocharged engines, with either a six-speed manual or automatic. We measured 31 mpg overall in the base automatic and 30 mpg from the S with its stick shift. Handling remains very nimble and sporty but not as agile as previous generations. The ride is markedly better, though, and the cabin is quieter. Controls take some getting used to, and the backseat is still tiny. You can spend hours online configuring your ideal Mini, but options can push the price past $30,000. A hot-rod John Cooper Works bumps the power to 228 hp and gets firmer suspension. The wagon Clubman is new. Reliability has been average.

Mini Countryman

OVERALL SCORE 67

PRICE	ROAD-TEST SCORE
$22,750-$35,350	68

Reliability ○ Satisfaction ○ MPG 26

The SUV-like Countryman is larger than other Minis but still small and fun to drive. The quirky interior has well-shaped, comfortable seats. It's based on the previous-generation Cooper and retains its quick steering and fantastic agility, along with the stiff ride and noisy cabin. A more forgiving suspension is now standard. The S has a punchy powertrain, and it posted a very good 26 mpg overall in our tests. Familiar Mini downsides carry over, including frustrating controls and a noisy cabin. All-wheel drive is only available on the S. Though still based on the previous-generation Mini, a new Countryman will be introduced soon. Reliability has improved to average, but the Countryman's road-test score is too low for us to recommend.

MITSUBISHI

This is among the most forgotten brands in the U.S. Mitsubishi used to offer a lineup that spanned from entry-level cars to the extreme, high-performance Lancer Evolution and an upscale SUV. Of late Mitsubishi has been suffering from an aging product line and stiff competition from its rivals. Its dwindling offerings currently include a couple of small SUVs, the outdated compact Lancer sedan, and the rudimentary Mirage subcompact car. Every one of its models is an also-ran in our road tests, scoring near the bottom of their respective categories.

Mitsubishi Lancer

OVERALL SCORE 63

PRICE	ROAD-TEST SCORE
$17,595-$23,495	62

Reliability ○* Satisfaction ○* MPG 25

The Lancer is an insubstantial and unimpressive compact sedan. It is fairly responsive to steering inputs, with balanced and secure handling, although cornering grip is just fair. The 2.0-liter four-cylinder engine is rough, the continuously variable transmission makes the car moan plaintively, fuel economy is uncompetitive, and the car is sluggish from a stop. The cramped cabin is furnished with drab plastics and has subpar fit and finish, but the controls are simple to use. The sporty, AWD Ralliart is quick and agile, but it's noisier and has a stiff ride. Its automated manual transmission is annoying during all but the most spirited drives. 2016 brings a cosmetic face-lift as well, and the demise of the Evolution version.

Mitsubishi Mirage

OVERALL SCORE 34

PRICE	ROAD-TEST SCORE
$12,995-$15,395	29

Reliability ○* Satisfaction ○* MPG 37

Competitive pricing, a relatively absorbent ride, and a terrific 37 mpg overall are the only selling points for the Mirage. For 2017 it gets new styling and available Android Auto functionality. It still chugs along with the same 1.2-liter three-cylinder engine but gets a slight power boost. The company also claims that handling and brakes have been enhanced. The uplevel ES also brings a fancy radio, an auto climate system, and Bluetooth. None of that can mask the weak, vibrating, and incredibly noisy three-cylinder engine that delivers sluggish acceleration. Handling is so clumsy that it's disconcerting, with pronounced body lean. The cabin is depressingly low-rent. A further demerit is its Poor score in the IIHS small-overlap crash test.

Mitsubishi Outlander

OVERALL SCORE 61

PRICE	ROAD-TEST SCORE
$22,995-$30,995	59

Reliability ○* Satisfaction ● MPG 24

Outdated and outclassed, the Outlander struggles to compete. Its high point is a roomy cabin with a standard tiny third-row seat, rare in this class. Revisions for 2016 brought suspension tweaks that made the ride a bit more absorbent but also more buoyant. Handling is clumsy, with lots of pronounced body lean in corners. Cabin noise has been better suppressed. Still, the base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for more power. Acceleration is leisurely at 10 seconds from 0-60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision mitigation and lane-departure warning are available on some trims.

Mitsubishi Outlander Sport

PRICE $19,595-$27,395

Reliability ○* Satisfaction ○

NOT TESTED

This is a shortened version of the Outlander, with reduced rear-seat room and cargo space. Despite the name, when it comes to driving, it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. 2016 updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.

Mitsubishi i-MiEV

PRICE $22,995 | **ROAD-TEST SCORE** 35

Reliability ○* Satisfaction ○* MPGe 111

OVERALL SCORE 45

The i-MiEV is one of the cheapest all-electric cars available. But the downside is an underdeveloped car that is slow, clumsy, stiff-riding, and plebeian inside. It takes between 6 and 7 hours to charge on a 240-volt, Level 2 charger, or 21 hours on a standard 110-volt charger. Its range is EPA-rated at 62 miles, although we generally got around 56 miles. We measured its energy consumption at 111 mpg equivalent. The motor puts out a meager 66 hp. In comparison, the five-seat Nissan Leaf, with its roomier interior and more comfortable ride, feels like a real car and is a far better choice.

NISSAN

Of the major Japanese brands, Nissan has had the most inconsistent product line. The better models deliver strong performance along with impressive fuel economy, through widespread use of continuously variable transmissions. While these CVTs optimize efficiency, they tend to sap driving enjoyment. Once strong, reliability is now average, with the Sentra and Pathfinder performing particularly poorly. Several models, including the Altima, Sentra, and Quest score low in our owner satisfaction survey. The new Titan pickup offers some heavy-duty capability without the punishing ride.

Nissan Altima

PRICE $22,500-$32,090 | **ROAD-TEST SCORE** 77-80

Reliability ◒ Satisfaction ◒ MPG 24-31

OVERALL SCORE 62-64

This rather generic, though roomy, sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience. In our tests we got a very good 31 mpg overall in the 2.5-liter four-cylinder, while the 3.5-liter V6 returned 24 mpg overall. Handling is rather ordinary though secure. All Altimas, except the stiffer SR versions, deliver an absorbent, comfortable ride. The display in the instrument cluster nicely augments the infotainment system. Blind-spot and lane-departure warning systems are available. Reliability has been below average. The freshened 2016 Altima has a quieter cabin, improved fit and finish, and a less obtrusive CVT.

Nissan Armada

PRICE $37,590-$54,950 | **ROAD-TEST SCORE** 59

Reliability ○* Satisfaction ○* MPG 13

OVERALL SCORE 57

This large, truck-based SUV has an independent rear suspension and seating for eight. The Armada is powered by a smooth-revving and lively, if noisy, 5.6-liter V8 engine coupled with a slick five-speed automatic. Fuel economy, at 13 mpg overall, is abysmal. The Armada is quick but unrefined. Handling is relatively responsive for such a hulking brute, but the ride is quite stiff. Interior quality is so-so, and the fact that this design dates back to 2003 is evident in many places. It is difficult for children to reach the high-mounted exterior rear-door handles. Rear cargo space and towing capacity are generous.

Nissan Frontier

PRICE $18,190-$34,260

Reliability ◒ Satisfaction ○

NOT TESTED

Dating back to 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the outgoing larger Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter, four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. Reliability has dropped to below average. A redesign is in the pipeline.

Nissan Juke

PRICE $20,250-$30,020

Reliability ○ Satisfaction ◒

NOT TESTED

The funky-looking Juke has the raised ride height and optional AWD of an SUV, but with very carlike handling and maneuverability. The steeply raked rear quarter makes for lousy visibility aft. The rear seat is tight, and the trifling cargo space limits practicality. Tidy handling and Nissan's punchy 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. A continuously variable transmission is standard. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. Reliability has been average, but the Juke scored a Poor in the IIHS small-overlap crash test. A modest restyling took place for 2015.

Nissan Leaf

PRICE $29,010-$36,790 | **ROAD-TEST SCORE** 71

Reliability ○ Satisfaction ◓ MPGe 106

OVERALL SCORE 63

The electric Leaf has a 75-mile typical range. A full charge took us 6 hours using a 240-volt outlet, but charge times have been shortened since our tests. We measured the equivalent of 106 mpg, and running costs are 3.5 cents per mile at the national average of 11 cents per kWh. The ride is comfortable, but handling isn't particularly agile. The rear seat is roomy, but the cargo area is rather small. Standard features include a heated steering wheel and seats, and top models get electric heating that uses 30 percent less energy. Reliability has been average, but we can't recommend the Leaf because it scored a Poor in the IIHS small-overlap crash test. For 2016, SV and SL versions can be equipped with a 30-kWh battery with a claimed 107-mile range.

Nissan Maxima

PRICE	ROAD-TEST SCORE
$32,410-$39,860	81

Reliability ○* Satisfaction ◓* MPG 25

OVERALL SCORE 73

The Maxima has been redesigned for 2016. It continues to use the smooth, powerful 3.5-liter V6, which is a highlight of the new car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane and the ride is too stiff for a sedan that costs $40,000. The Maxima has a plush interior, a number of high-tech safety and connectivity features, and uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof.

Nissan Murano

PRICE	ROAD-TEST SCORE
$29,660-$40,700	77

Reliability ● Satisfaction ● MPG 21

OVERALL SCORE 78

Nissan's midsized SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inchers. Optional safety features include blind-spot and cross-traffic warnings, as well as forward-collision warning with emergency autobrake. An available 8-inch color display houses the NissanConnect infotainment system. Good crash-test results are a plus. First-year reliability of the redesign has been well above average.

Nissan Pathfinder

PRICE	ROAD-TEST SCORE
$29,780-$43,250	72

Reliability ● Satisfaction ◒ MPG 18

OVERALL SCORE 53

This midsized SUV has seating for up to seven, but the second row's posture is not ideal and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. The ride is comfortable enough, but handling lacks agility. Towing capability is competitive at 5,000 pounds. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed, but the result of that setup is an overly low second-row seat cushion. Updates for 2015 include available blind-spot warning and rear cross-traffic alert. Reliability has been well below average.

Nissan Quest

PRICE	ROAD-TEST SCORE
$26,530-$43,180	79

Reliability ○* Satisfaction ◒ MPG 19

OVERALL SCORE 65

The cavernous Quest is a luxurious minivan, with a plush interior and a smooth, compliant ride. The 3.5-liter V6 feels lively and returns a respectable 19 mpg overall. This is a commendably quiet minivan, with plenty of head and leg room in the first two rows, and room for three adults to fit comfortably in the third-row seats. The two rear rows fold to form a flat load floor. But the Quest seats only seven at most, whereas much of the competition can seat eight. The covered cargo bay behind the third-row seat is an uncommon feature in a minivan. A blind-spot detection system is optional. The otherwise-competitive Quest scored a Poor in the IIHS small-overlap crash test.

Nissan Rogue

PRICE	ROAD-TEST SCORE
$23,240-$33,400	74

Reliability ○ Satisfaction ○ MPG 24

OVERALL SCORE 71

The easy-to-drive Rogue is one of the better small SUVs. It rides better than most competitors and is fairly quiet and refined. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to an updated continuously variable transmission that is not overly intrusive. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and nicely finished. The second-row seat is very roomy, and the small, optional third-row seat allows seating for seven in a pinch. A rear camera is standard, and available safety gear includes rear cross-traffic alert and forward-collision, lane-departure, and blind-spot warnings. Reliability has been average.

Nissan Sentra

PRICE	ROAD-TEST SCORE
$16,780-$22,170	65

Reliability ● Satisfaction ● MPG 29

OVERALL SCORE 51

Overall, the compact Sentra trails the class. Its 1.8-liter four-cylinder and continuously variable transmission returned a respectable 29 mpg overall in our tests. A 2016 freshening has resulted in a quieter car, thanks in part to the less intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff. A tall stance aids cabin access, but the cockpit is narrow. A backup camera is standard on the SV. Negatives include well-below-average reliability and a very low owner satisfaction score. It scored Good in the IIHS small-overlap crash test when retested. The 2016 freshening also includes available safety features such as blind-spot warning, forward emergency braking, and rear cross-traffic alert.

Nissan Titan XD

PRICE
$40,290-$60,520

Reliability ○* Satisfaction ◓*

TO BE TESTED

The new Titan XD (Extra Duty) is positioned to offer features and capabilities usually associated with the larger heavy-duty pickups, but without getting hardcore with a stiff ride. The crew cab XD is available with a new V8 Cummins diesel engine. Nissan says that, properly equipped, the Titan will be able to tow 12,000 pounds and carry a payload of 2,000 pounds. The XD has a goose-neck trailer hitch already attached to the frame. A suite of safety and driver-assistance features will be offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. This summer a regular-duty Titan will go on sale.

Nissan Versa

PRICE	ROAD-TEST SCORE
$11,990-$17,090	56

Reliability ○* Satisfaction ●* MPG 32

OVERALL SCORE 48

Nissan's subcompact Versa sedan is unimpressive, with a noisy and cheap interior. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is compliant and has good isolation from bumps and ruts, but the short, quick pitches make it feel jumpy on the highway. To its credit, the rear cabin is relatively roomy and fuel economy is commendable at 32 mpg overall. Running changes include new interior refinements and some styling details, but much of the interior still feels low rent. Most controls are straightforward. The Versa sedan scored a Poor in the IIHS small-overlap crash test.

Nissan Versa Note

PRICE $14,180-$18,660 | **ROAD-TEST SCORE** 61

Reliability ● Satisfaction ◒ MPG 31

OVERALL SCORE 66

This little subcompact offers amazing space and versatility. It's also quieter and more relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan's. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The continuously variable transmission can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Changes for 2015 include standard Bluetooth, available heated seats, and new interior refinements. Reliability has been well above average.

Nissan Z

PRICE $29,990-$49,400 | **ROAD-TEST SCORE** 81

Reliability ○* Satisfaction ◒* MPG 23

OVERALL SCORE 73

Employing a wonderfully strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. Convertible and stiffer-riding, higher-performance NISMO versions are available. Changes for 2016 include a noise cancelation/enhancement system to quiet some of the interior racket.

PORSCHE

For years, the iconic 911 has been the symbol of what makes a Porsche. The expanded product line now includes two SUVs and a luxury four-door. And yet, for the most part, the Porsche DNA is still baked into every model with confident high-performance handling, a controlled ride, superb braking performance, a thrilling exhaust note, and beautifully crafted interiors. The splash of buttons, dials, and switches may seem daunting at first, but the controls are manageable compared with other luxury brands. Fuel-efficient hybrid and plug-in hybrid versions are available, as well.

Porsche 911

PRICE $89,400-$200,400 | **ROAD-TEST SCORE** 95

Reliability ◒ Satisfaction ● MPG 23

OVERALL SCORE 87

The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All of the engines have been updated, with the base model getting a 370-hp six and the Carrera S a 420-hp six, both matched with a seven-speed manual. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the automated manual is just as thrilling as the stick shift. It isn't particularly taxing on long trips, thanks to its relatively supple ride and sufficient sound deadening to limit headaches, but the low-slung cabin makes access a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting. Reliability has been above average of late.

Porsche Boxster

PRICE $52,100-$82,100 | **ROAD-TEST SCORE** 83

Reliability ○ Satisfaction ● MPG 23

OVERALL SCORE 74

Porsche's entry-level roadster is tremendous fun to drive and offers strong performance. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated-manual transmission. The base model we tested had a responsive six-cylinder engine and a smooth, crisp-shifting manual transmission. Handling is still excellent despite some loss of steering feedback in the current generation, and the ride is not punishing. The power top deploys quickly and can be operated at speeds up to 35 mph, and the front and rear trunks are a bonus. Reliability has been average. The 2017 model year brings a new name—718 Boxster—and new 2.0- and 2.5-liter turbocharged four-cylinder engines.

Porsche Cayenne

PRICE $58,300-$157,300 | **ROAD-TEST SCORE** 78

Reliability ◒ Satisfaction ● MPG 19

OVERALL SCORE 75

The midsized Cayenne is one of the sportiest, most responsive SUVs available. The V6 and eight-speed automatic work well together. A V6 diesel, V8, and hybrid engines are also available. The eight-speed automatic is supersmooth. The ride is supple and steady but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, but the controls are confusing. The stop-start feature shuts the engine off at idle to save fuel, but it can be annoying when it happens too frequently; fortunately, it can be disabled. Reliability has been above average. The diesel version is among those under investigation by the EPA for not complying with emission regulations.

Porsche Cayman

PRICE $52,600-$84,600

Reliability ◒ Satisfaction ●

NOT TESTED

The Cayman is essentially a Boxster coupe. The base model is powered by a 2.7-liter flat-six engine. Offering higher performance, the S and GTS versions pack a stronger 3.4-liter flat six. In our tests of the 2.7-liter Boxster, we found it to be responsive, and the manual shifter is smooth and crisp. The automated manual transmission (called PDK) works well and suits the car. Handling is excellent, and the ride is pretty compliant for a sports coupe. The front trunk and hatchback provide a surprising amount of storage space. A GT4 version is the newest version, with a 385-hp, 3.8-liter six-cylinder engine. Reliability has been below average. Porsche has not indicated whether the Cayman will get the four-cylinder turbo engines from the new 718 Boxster.

Porsche Macan

PRICE $54,400-$76,000 | **ROAD-TEST SCORE** 85

Reliability ◒ Satisfaction ● MPG 19

OVERALL SCORE 70

Porsche's latest model combines much of the performance and feel of its sports cars with the functional package of a small SUV. Two engines are offered: a 3.0-liter V6 turbo in the S and GTS, and a 3.6-liter V6 turbo in the uplevel Turbo. Typically equipped S models land in the low-$60,000 range, and the Turbo starts at $76,000. Though based on the Audi Q5, the power and handling are true Porsche, as are the seats, controls, fit and finish, and attention to detail. The firm ride is steady and controlled, though not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. First-year reliability has been below average.

Porsche Panamera

PRICE	ROAD-TEST SCORE
$78,100-$263,900	81

Reliability ○* Satisfaction ◒* MPG 20

OVERALL SCORE 73

This large, four-door luxury hatchback hides beneath a coupe silhouette and remains largely true to the marque. It delivers performance and agility with room for four adults to ride comfortably. Handling is agile and enjoyable, with excellent steering and lots of cornering grip. The ride is a bit on the firm side for a luxury car, though. The beautifully finished interior is fitted with a button-dominated center console that can be intimidating at first. Porsche has introduced its first plug-in hybrid and longer Executive variants of the Panamera. The S E-Hybrid produces 416 total system hp, and the S model uses a new 3.0-liter turbo V6.

RAM

Once part of the Dodge product line, Ram is Fiat Chrysler Automobile's truck brand, encompassing pickup trucks and commercial vans. The Ram has always played second fiddle to the mainstay trucks from General Motors and Ford, but it has its strengths. Both the regular and heavy-duty trucks have coil-spring suspensions, which give them very comfortable rides. The eight-speed automatic transmission is excellent, as is the available Uconnect 8.4 touch-screen system. Reliability has always been a bit uneven, however.

Ram 1500

PRICE	ROAD-TEST SCORE
$26,145-$52,665	81-82

Reliability ◒ Satisfaction ◒ MPG 15-20

OVERALL SCORE 63

This is the most comfortable-riding full-sized pickup on the market, yet the Ram is also plenty capable of grunt work. Its coil-spring rear suspension helps cushion the ride, and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but it tows less. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust and returns a class-leading 20 mpg overall. Rear-seat room is generous, and the Uconnect 8.4-inch touch-screen infotainment system is easy to use. Reliability has been below average.

Ram 2500

PRICE
$31,780-$57,285

Reliability ● Satisfaction ◉

TO BE TESTED

The Ram 2500 mirrors the recent improvements that benefited the Ram 1500. With a coil-spring rear suspension, it now has a ride that is more civilized than competing heavy-duty trucks. Chrysler's powerful 383-hp, 5.7-liter V8 is the standard engine, but you can opt for the torque-rich 6.7-liter Cummins turbodiesel. That strong-pulling diesel engine is not available on the Ram 1500. The truck lends itself easily to fifth wheel towing and can be outfitted with a snow-plow preparation kit. The Ram 2500 has two rear cameras: one for backing up, another for monitoring what's in the bed. The crew cab's rear seat is very roomy, but access to the tall cabin is a chore. Reliability has been well below average.

SCION

Although Scion recently received an influx of new product lines, parent company Toyota has decided to kill its youth-focused brand. All vehicles will be available as Scions through the 2016 model year, whereupon in August most will be rebadged as Toyotas. The rear-drive FR-S is a drift-ready two-door coupe. The iM is a fair attempt at an affordable Euro-style hatchback. The Mazda-built iA subcompact sedan is enjoyable to drive and gets excellent fuel economy. The tC front-drive coupe will be dropped from the lineup in August.

Scion FR-S

PRICE	ROAD-TEST SCORE
$25,305-$26,405	78

Reliability ○ Satisfaction ○ MPG 30

OVERALL SCORE 74

Jointly developed with Subaru, the rear-wheel-drive FR-S features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and optimal weight distribution give it precise handling and confident balance at its limits. In corners, the car turns in promptly, with almost no body lean. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. The 2016 models get a new standard audio system with a 7-inch touch-screen display, and a standard backup camera. Reliability of the FR-S has improved to average.

Scion iA

PRICE	ROAD-TEST SCORE
$15,700-$16,800	60

Reliability ◒* Satisfaction ◒* MPG 35

OVERALL SCORE 65

Scion's first four-door sedan is actually built by Mazda. It's based on the new Mazda2 (not yet sold in the U.S.) and is powered by a 106-hp, 1.5-liter four-cylinder hooked up to either a six-speed manual or automatic. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact with nimble handling and semi-decent interior décor. It also comes with a standard low-speed pre-collision system that uses a laser sensor to help the driver avoid collisions. A backup camera is standard. Inside, the iA gets steering-wheel controls for the audio, a 7-inch center screen display controlled via a center knob, just like in current Mazda models. A navigation system is a dealer-installed option.

Scion iM

PRICE	ROAD-TEST SCORE
$18,460-$19,200	64

Reliability ◉* Satisfaction ◒* MPG 31

OVERALL SCORE 69

The iM hatchback is essentially a better-handling Corolla hatchback, and is highlighted by its angular styling and sub-$20,000 starting price. Sized like a Mazda3, the iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses rewarding handling, a civilized ride, and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. Unfortunately, a sunroof is not available. Standard safety equipment includes a backup camera and eight airbags.

Scion tC

PRICE	ROAD-TEST SCORE
$19,385-$20,535	44

Reliability ○* Satisfaction ○* MPG 27

OVERALL SCORE 52

Despite updates, the pseudo-sporty tC has fallen flat in our testing. Its 2.5-liter four-cylinder provides adequate acceleration and averaged a very good 27 mpg overall with the six-speed automatic. Mundane handling belies the tC's racy, sporty coupe looks. It's noisy and stiff riding, making it an unpleasant companion. On the plus side are the tC's hatchback versatility and particularly spacious rear seat. Interior fit and finish is unimpressive. The thick rear roof pillars and small windows block outward visibility. The 2016 model will be the last; it will not be incorporated into the Toyota lineup for the 2017 model year.

SMART

Smart is a division of Mercedes-Benz, and its vehicles are designed primarily for urban use. The cars are built in France in collaboration with Renault. The original Smart car was sold in North America in two-door coupe and convertible body styles. U.S. versions were available in gas and electric, while Canadian buyers could get a diesel. The redesigned ForTwo is available only as a coupe right now, and only with a gasoline engine.

Smart ForTwo

PRICE	ROAD-TEST SCORE
$14,650-$18,480	41

Reliability ◒* Satisfaction ○* MPG 36

OVERALL SCORE 41

Although the second-generation Smart has the same 8.8-foot length as the original, the ForTwo is completely redesigned. Tiny dimensions and a diminutive turning circle make it a breeze to park. Handling is fairly responsive but the ride is jittery and jumpy. Noise and vibration from the turbocharged, three-cylinder, 89-hp engine buzzes through the car. The six-speed dual-clutch automatic replaces the original's rocky-shifting transmission. Given the car's size and slow acceleration, you'd expect better than 36 mpg overall on premium fuel. Funky interior details abound, but the two-seat cabin is snug and thick roof pillars block some view.

SUBARU

This Japanese automaker has been synonymous with unpretentious, practical, and affordable all-wheel-drive cars. Subarus have done well in our testing, thanks to roomy interiors, easy access, great visibility, intuitive controls, good fuel economy, and a comfortable ride. Most models have recently gotten a contemporary infotainment system that's easy to use. Another welcome feature is the EyeSight suite of high-tech safety features. Most Subaru models fare well in our owner satisfaction and reliability surveys.

Subaru BRZ

PRICE	ROAD-TEST SCORE
$25,395-$28,495	79

Reliability ○ Satisfaction ○ MPG 30

OVERALL SCORE 74

Developed with Toyota, Subaru's first rear-wheel-drive sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ "pushes" in corners more than its mechanical sibling, the Scion FR-S. That difference makes it more forgiving but slightly less rewarding. The ride is also a bit more jittery than in the FR-S. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing. Reliability of the BRZ has improved to average.

Subaru Forester

PRICE	ROAD-TEST SCORE
$22,395-$33,795	85

Reliability ◒ Satisfaction ◉ MPG 26

OVERALL SCORE 83

Small SUVs don't get more practical than the Ratings-topping Forester. Its positives include large windows, big doors, an excellent driving position, and unusually spacious rear seating. In our tests, the 2.5-liter four-cylinder and CVT averaged a near-class-leading 26 mpg overall. The ride is supple and handling is very secure, though not sporty. Engine noise is pronounced at times. Controls are very simple, and the infotainment and connectivity systems have finally been updated with an easy-to-use touch screen. Midtrim Foresters bring a lot of content for the money. The optional X-Mode gives the car some off-road ability. A backup camera is standard. The optional EyeSight system includes lane-departure warning and front-collision warning.

Subaru Impreza

PRICE	ROAD-TEST SCORE
$18,295-$23,595	76-79

Reliability ◉ Satisfaction ○ MPG 26-27

OVERALL SCORE 77-79

The well-rounded Impreza is among our top-scoring compact sedans. The ride is very absorbent and controlled. Handling is responsive and secure. Acceleration is adequate, and fuel economy of 27 mpg overall for the sedan is excellent given the standard AWD. The hatchback gets 26 mpg overall and has a handy-sized cargo area. A freshening improved isolation from road and wind noise. The infotainment system has been updated and now includes a handy touch screen. The interior is spacious for the class, controls are straightforward, and visibility is good. Crash-test results are excellent, and Subaru's EyeSight suite of advanced safety gear is available. A redesign comes in late 2016.

Subaru Legacy

PRICE	ROAD-TEST SCORE
$21,745-$29,945	89

Reliability ◒ Satisfaction ◉ MPG 26

OVERALL SCORE 83

The Legacy is one of the roomier, quieter, and more refined midsized sedans–attributes that help it become one of our top-scoring vehicles in the class. Its ride is better than some luxury cars, and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter 3.6-liter six-cylinder is also available. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system include an easy-to-use touch screen with Internet radio and Bluetooth. A rear camera is standard. Advanced safety gear like blind-spot monitoring and the EyeSight safety suite, including forward-collision warning with automatic braking, is optional.

Subaru Outback

PRICE	ROAD-TEST SCORE
$24,995-$33,395	82-85

Reliability ◓ Satisfaction ● MPG 22-24

OVERALL SCORE 80-81

This Outback wagon is roomy, refined, and utterly devoid of flash. It rides very comfortably, with secure handling. The 2.5-liter four-cylinder returns 24 mpg overall, and the unobtrusive continuously variable transmission operates more like a conventional automatic. Opting for the 3.6-liter six-cylinder makes the car quicker and quieter but gives up 2 mpg. The controls are all easy-to-use, including the touch-screen infotainment system. A rear camera is standard. Optional advanced safety gear includes blind-spot monitoring and Subaru's EyeSight safety suite, which adds forward-collision warning with automatic braking. Crash-test results are impressive.

Subaru WRX/STi

PRICE	ROAD-TEST SCORE
$26,595-$39,995	75

Reliability ○ Satisfaction ● MPG 26

OVERALL SCORE 70

With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A six-speed manual is standard, but a CVT is offered. Power is abundant and handling is nimble, but the ride is very stiff and choppy, and the stiff-feeling shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STi has transmission and suspension differences along with a stronger 305-hp engine. New for 2016 is Subaru's Eyesight assistance package, which includes lane-keep assist, pre-collision braking, and lane-departure warning. Blind-spot detection and rear cross-traffic alert are also available. First-year reliability of the redesign has been average.

Subaru Crosstrek

PRICE	ROAD-TEST SCORE
$21,595-$25,095	74

Reliability ● Satisfaction ◓ MPG 26-28

OVERALL SCORE 75-76

The Crosstrek is a small quasi-SUV version of the Impreza hatchback, with a raised ride height that gives it enough clearance to slosh through deeply rutted roads. It may appeal to those people who live at the end of a dirt road and don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the 148-hp, 2.0-liter four-cylinder engine occasionally has to work hard, but fuel economy is a gratifying 26 mpg. The costlier Hybrid barely improves on that, at 28 mpg. At least the Hybrid is a little quieter and sounds less strained. Either way, the regular Impreza hatch may be a better choice: It's quieter, quicker, cheaper, and better riding.

TESLA

The fully electric Model S hatchback and Model X SUV comprise Tesla's lineup. The Model S is a quick, surefooted, and practical four-door luxury car. Better than other electrics, Teslas have a range of more than 200 miles. Tesla has a nationwide network of fast, free charging stations that can charge the car to nearly full range in less than an hour, facilitating long-distance travel. All controls are accessed through a huge, iPad-like touch screen that is very capable and easy to use. Automatic updates are sent over the airwaves. Owner satisfaction is still tops, but reliability has slipped to below average.

Tesla Model S

PRICE	ROAD-TEST SCORE
$70,000-$105,000	99-100

Reliability ◒ Satisfaction ● MPGe 84-87

OVERALL SCORE 77

This sporty four-door luxury car seats five (or seven with the optional rear-facing jump seats) and just happens to be electric. With its optional 85-kWh battery—the largest available—it can travel between 180 and 225 miles per charge and can be fully charged in as little as 5 hours on a dedicated Tesla connector. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. A huge iPad-like center screen controls many functions. Drawbacks include tight access, restricted visibility, and range limitations, especially in cold weather. All-wheel drive, Autopilot active safety features, and the 691-hp P85D performance model are also available. Reliability has dropped to below average.

Tesla Model X

PRICE
$80,000-$142,000

Reliability ◒* Satisfaction ●*

TO BE TESTED

The electric-powered Model X is an SUV based on the Model S. Its most striking feature is the falcon-wing back doors that open up and out of the way, giving easy access to rear seats. Buyers can opt for five-, six-, or seven-passenger seating configurations. Like the S, the Model X has a large, flat battery pack under the floor. The base 70-kWh battery should give the car a range of less than 200 miles. The larger battery has a 90-kWh capacity with an EPA-estimated range of 257 miles, with the performance P90D version pegged at a 250-mile range. All-wheel drive is standard. Prices start at about $80,000, and a well-equipped 90D hovers around $110,000.

TOYOTA

Toyota builds solid, efficient, and reliable vehicles that do everything well—albeit in a pleasant, unexciting package. Most Toyota models do well in our testing due to refined powertrains, good fuel economy, comfortable rides, quiet cabins, and intuitive controls. The Camry is a perennial best seller, and the RAV4 and Highlander are consistently among the top-scoring SUVs in their respective classes. The Prius has been our fuel-economy champion for more than 10 years, and its redesigned version looks promising. Hybrid technology is available throughout much of the Toyota line.

Toyota 4Runner

PRICE	ROAD-TEST SCORE
$33,510-$43,860	55

Reliability ● Satisfaction ◓ MPG 18

OVERALL SCORE 61

Tough and ready to tackle off-roading adventures, the truck-based 4Runner falls short of most modern SUVs. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans while cornering, and the bobbing and bouncing ride chips away at driver confidence. Limited versions have a tighter suspension with somewhat better control, but at the expense of a stiffer ride. A high step-in and low ceiling compromise access and driving position. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well above average, but it scores too low to be recommended.

Toyota Avalon

OVERALL SCORE 79-80

Spacious and luxurious, the Avalon is an old-school big sedan, updated for modern times. Power comes from a lively 268-hp, 3.5-liter V6, which delivers punchy performance and a commendable 24 mpg overall. The four-cylinder hybrid version delivers an outstanding 36 mpg overall.

PRICE	ROAD-TEST SCORE
$32,650-$41,950	80-81

Reliability ◓ Satisfaction ◓ MPG 24-36

Easy-to-use controls include a straightforward touch-screen infotainment system. Interior noise is subdued. Earlier Avalons had an overly stiff ride, but Toyota rectified that with improvements for 2016, without degrading the car's handling. Now the ride fits the car's mission as being a plush and comfortable cruiser. 2016 also brings additional advanced safety features. Reliability has been above average.

Toyota Camry

OVERALL SCORE 83-84

If you're looking for smooth, dependable transportation that skews toward comfort and convenience, the Camry delivers what you need. Interior appointments have been upgraded and center dashboard controls simplified. Suspension changes made the already comfortable ride steadier, and further isolated noise. Handling is sound and secure. The 2.5-liter four-cylinder delivers ample, unobtrusive power and returned a competitive 28 mpg overall in our tests. The available 3.5-liter V6 is punchy yet still got a very good 26 mpg overall, while the Hybrid gets an amazing 38 mpg overall. The long history of solid reliability and owner satisfaction scores is another asset.

PRICE	ROAD-TEST SCORE
$23,070-$31,370	84-87

Reliability ● Satisfaction ◓ MPG 26-38

Toyota Corolla

OVERALL SCORE 72

The Corolla delivers a relatively comfortable ride for a small car and has a quiet, spacious interior. Handling is lackluster but very secure. A sportier S version has a more taut, responsive suspension. The continuously variable transmission is adequate in delivering power to the wheels. Fuel economy is excellent at 32 mpg overall, and returns 43 mpg on the highway. Interior upgrades include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. The rear seat is one of the roomiest in the category.

PRICE	ROAD-TEST SCORE
$17,230-$23,055	71

Reliability ● Satisfaction ◓ MPG 32

Toyota Highlander

OVERALL SCORE 82-83

The midsized Highlander SUV handles responsively, the ride is steady and absorbent, and interior space is generous. A wide third row allows seating for eight, or seven with optional second-row captain's chairs. The smooth and punchy 3.5-liter V6 is matched to a six-speed automatic. The Hybrid version uses a continuously variable transmission mated to the V6, and adds a hybrid battery pack and three electric motors. In our tests the all-wheel-drive V6 averaged 20 mpg overall; the Hybrid version got 25 mpg. It's a long reach to some controls, particularly the standard 6.1-inch touch screen. The Entune system includes a larger 8-inch screen. A backup camera is now standard across the line.

PRICE	ROAD-TEST SCORE
$29,990-$44,490	84-85

Reliability ● Satisfaction ● MPG 20-25

Toyota Land Cruiser

OVERALL SCORE 75

Toyota's flagship SUV has the same powerful 5.7-liter V8 as the Tundra pickup. It is luxurious, quick, quiet, comfortable, and refined, but it is thirsty for fuel at 14 mpg overall. It rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by its crawl mode to ascend and descend steep slopes. But on-road handling falls well short. The Land Cruiser receives a number of interior and exterior styling updates for 2016, as well as a new eight-speed automatic transmission. Blind-spot monitoring, lane-departure warning, adaptive cruise control, and rear cross-traffic alert are also standard. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.

PRICE	ROAD-TEST SCORE
$83,825	68

Reliability ●* Satisfaction ●* MPG 14

Toyota Mirai

TO BE TESTED

The $57,000 Mirai is Toyota's mass-market hydrogen-powered fuel-cell vehicle. While it has a claimed range of 300 miles on a fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gas), the sedan is sold only in areas near existing or planned fueling stations on the coasts. Acceleration from the 153-hp electric motor feels sluggish in this heavy car, but otherwise it feels like driving a conventional car. It's about the size of a Camry and seats four. There is only one well-equipped trimline, but the optional power takeoff will let owners run their home if the power goes out. It is on sale in California and the Northeast U.S., and Toyota is offering free fuel for the duration of the $499 per month, three-year lease.

PRICE
$57,500

Reliability ◓* Satisfaction ◓*

Toyota Prius

TO BE TESTED

The new Prius is longer, lower, and wider than the previous version. It relies on a new platform with an independent rear suspension that contributes to more responsive handling and a steadier ride. Toyota claims that with its upgraded engine, lighter hybrid system components, and battery cells with a higher energy density, the new Prius will have 10 percent better mileage. Colorful digital gauges dominate the dashboard and make it easier to access the infotainment features. The sensible Prius has always been about efficiency and low running costs. Toyota hopes to inject an emotional component, with more aggressive styling and a more involving driving experience. The lower stance may hurt ease of access.

PRICE
$24,200-$30,000

Reliability ◓ Satisfaction ●

Toyota Prius C

OVERALL SCORE 64

This smaller, less expensive alternative to the regular Prius feels more like a subcompact than a sophisticated hybrid. In the end, you pretty much get what you pay for. It has a harsh ride, a noisy engine and cabin, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. However, its 37 mpg is the best city fuel economy of any car we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Reliability is well above average, but we can't recommend the Prius C because it scored too low in our road testing.

PRICE	ROAD-TEST SCORE
$19,560-$24,495	55

Reliability ● Satisfaction ◓ MPG 43

Toyota Prius V

OVERALL SCORE 75

PRICE $26,675-$30,935 | ROAD-TEST SCORE 73

Reliability ● Satisfaction ◒ MPG 41

This wagon version of the previous-generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Ford C-Max, its main competitor. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41 mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. The ride is comfortable and composed, but uneven pavement can cause an annoying side-to-side rocking. Handling is sound, with responsive, but uninspiring, steering. Rear visibility is better than in the standard Prius. The Prius V now scores a Good in the latest IIHS small-overlap crash test. A larger 4.1-inch dash-top screen for trip computer functions is also new.

Toyota RAV4

OVERALL SCORE 76

PRICE $24,350-$32,910 | ROAD-TEST SCORE 75

Reliability ● Satisfaction ○ MPG 24

The RAV4 uses an energetic 2.5-liter four-cylinder and a smooth six-speed automatic, which returned 24 mpg overall in our tests of an AWD version. Handling is quite nimble and very secure. The ride is compliant and controlled. Inside, the controls are clear and intuitive, and fit and finish is decent. The XLE is a good value with the automatic climate control, sunroof, and power rear tailgate, but the seats lack adjustable lumbar support unless you step up to the Limited trim, which included faux leather and power-adjustable lumbar. Access is very easy, and the rear seat is roomy. A rear-view camera is standard. A freshening for 2016 brought improvements, including better noise isolation, as well as a new hybrid version.

Toyota Sequoia

OVERALL SCORE 66

PRICE $44,965-$64,720 | ROAD-TEST SCORE 60

Reliability ● Satisfaction ◒ MPG 15

The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. That combination returned 15 mpg overall in our tests. Rear- and selectable, full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to get into the cabin, but once inside passengers will find the interior to be very roomy. Updates for 2016 include available blind-spot monitoring and lane-departure warning. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard. Reliability has been well above average, but the Sequoia scores too low in our testing to recommend.

Toyota Sienna

OVERALL SCORE 78-80

PRICE $28,850-$46,410 | ROAD-TEST SCORE 78-80

Reliability ◒ Satisfaction ◒ MPG 19-20

As minivans go the Sienna is a sensible choice, but it isn't very engaging to drive. Interior fit and finish and controls were improved in 2015, and the cabin was made quieter. The Sienna rides very comfortably, but handling is lackluster. The 3.5-liter V6 is lively and returns a respectable 20 mpg overall. The all-wheel-drive version—the only such minivan on the market—sacrifices just 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. That update also brought a standard backup camera, an additional LATCH attachment, and a front-passenger seat-cushion airbag. Reliability has been above average. That and the availability of all-wheel drive are the Sienna's biggest advantages over the Honda Odyssey.

Toyota Tacoma

TO BE TESTED

PRICE $23,300-$37,820

Reliability ◒* Satisfaction ◒*

The redesigned 2016 Tacoma features a new 3.5-liter V6 hooked up to either a six-speed manual or new six-speed automatic transmission. A 2.7-liter four-cylinder engine that can be mated to a five-speed manual is also available. Both two- and four-wheel-drive models are offered. In reality the new Tacoma doesn't feel all that different from the previous generation. The ride remains stiff, handling is uninspiring, and the driving position is still awkwardly low. The modern connectivity features are welcome. Safety features such as blind-spot monitoring and rear cross-traffic alert are available.

Toyota Tundra

OVERALL SCORE 69

PRICE $28,640-$49,080 | ROAD-TEST SCORE 63

Reliability ● Satisfaction ◒ MPG 15

Despite a recent freshening that updated the exterior and interior, including improved controls, the Tundra feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride with the TRD package is way too stiff. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Reliability has been above average, but the Tundra scores too low in our testing to be recommended.

Toyota Yaris

OVERALL SCORE 55

PRICE $14,895-$17,670 | ROAD-TEST SCORE 47

Reliability ●* Satisfaction ○* MPG 32

Despite a face-lift last year, the Yaris remains a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5-liter, four-cylinder engine. A five-speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Scion iA is more fuel efficient and is likey a better choice.

VOLKSWAGEN

VWs are mostly solid, responsive, and fun-to-drive cars, with a more premium feel than their competitors. They typically have agile handling, a firm and comfortable ride, supportive seats, and good fit and finish. The Golf is one of our favorite compact cars to drive, although its latest reliability has been below average. The GTI is a fun, affordable, and sporty hatchback. VW is embroiled in a scandal stemming from cheating in federal emissions testing with its TDI diesel-powered models. Currently, 2016 diesels are not certified for sale. Reliability has been somewhat hit or miss, based on the model.

Volkswagen Beetle

OVERALL SCORE 47

PRICE	ROAD-TEST SCORE
$19,595-$36,050	59

Reliability ● Satisfaction ○ MPG 27

The Beetle coupe and convertible have a roomy-enough interior and decent driving experience. Though the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty, and gets sloppy in demanding conditions. The 1.8-liter turbocharged four-cylinder has better performance and fuel economy than the 2.5-liter five-cylinder it replaced. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. Updates for 2016 include an available rear-view camera and blind-spot detection. Reliability has been much below average. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Volkswagen CC

OVERALL SCORE 74

PRICE	ROAD-TEST SCORE
$32,670-$35,755	78

Reliability ◒ Satisfaction ○ MPG 26

Style trumps function in the CC, bringing a snug interior, compromised visibility, and difficult cabin access. But the CC is enjoyable to drive, with agile and responsive handling and a taut, composed ride. The 200-hp, 2.0-liter turbo four-cylinder is strong and returns 26 mpg overall with the six-speed automated manual transmission. A stronger 280-hp, 3.6-liter V6 and AWD are optional. The interior is very well-finished, with comfortable seats up front and, in a pinch, rear seating for three. Some features, such as a sunroof and rear-view camera, are available only on higher-trim versions. The 2016 model year brought USB ports, lane-keeping assist, and adaptive cruise control. Reliability has improved to above average.

Volkswagen Eos

NOT TESTED

PRICE $31,995

Reliability ○* Satisfaction ◒

This four-seater convertible is now in its final year of production. The Eos rides comfortably and handles with alacrity. Its folding metal hardtop includes a clever sunroof setting, and full open-top motoring is relatively free of wind buffeting. Interior materials are well-assembled, and the seats are comfortable. Wind noise is pronounced even when the top is fully raised. Power comes from a vigorous 2.0-liter, turbocharged four-cylinder, which delivers a good 25 mpg overall. The automated manual transmission is smooth and shifts quickly.

Volkswagen GTI

OVERALL SCORE 75

PRICE	ROAD-TEST SCORE
$24,995-$32,730	82

Reliability ○ Satisfaction ● MPG 29

The GTI uses a 210-hp, 2.0-liter turbo, driving through either a six-speed manual or six-speed dual-clutch automatic transmission. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive, with a taut ride that won't beat you up. Handling is very lively, and throttle response is immediate. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system includes 3D navigation and an easy-to-use touch screen. With 2016 comes available lane-keeping assist, blind-spot monitoring, and cross-traffic alert. Reliability of the redesign has been average.

Volkswagen Golf

OVERALL SCORE 63

PRICE	ROAD-TEST SCORE
$18,495-$38,995	82

Reliability ● Satisfaction ● MPG 28

The redesigned Golf is a notch above other compacts and is priced accordingly. Power comes from a smooth, strong 170-hp, 1.8-liter turbo four-cylinder that returned 28 mpg overall in our tests with the six-speed automatic. Handling is very responsive, the ride is comfortable, and the quiet cabin has a solid and upscale feel. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. USB ports were added for 2016, as well as lane-keeping assist, blind-spot monitoring, and cross-traffic alert. Reliability of the redesign has been much below average. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Volkswagen Jetta

OVERALL SCORE 68-71

PRICE	ROAD-TEST SCORE
$17,680-$31,120	74-79

Reliability ○ Satisfaction ○ MPG 27-37

A little bigger than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. The 1.8-liter turbo four-cylinder is smooth and flexible, and returns an excellent 30 mpg. New for 2016 is a refined and energetic 1.4-liter turbocharged four-cylinder. It got 32 mpg overall in our testing. The GLI gets a strong turbo 2.0-liter, a sportier suspension, better brakes, and a richer-feeling interior. The Hybrid gets 37 mpg overall. Its 1.4-liter turbo engine, electric motor, and seven-speed automated manual work seamlessly. Revisions to the steering and suspension have given the Jetta improved agility and a steady ride. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Volkswagen Passat

OVERALL SCORE 74-76

PRICE	ROAD-TEST SCORE
$22,440-$36,835	79-82

Reliability ○ Satisfaction ◒ MPG 23-28

With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsized sedan. The primary powertrain is an energetic 1.8-liter turbo four-cylinder and a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo averaged a very good 28 mpg overall and 39 on the highway. Front seats are very accommodating. Extra-spacious rear seats are a big plus, and the trunk is huge. For 2016 VW added USB ports, improved interior fit and finish, and introduced new active safety features. Reliability has been average. The diesel version is under investigation by the EPA for not complying with emissions regulations.

Volkswagen Tiguan

OVERALL SCORE 69

PRICE	ROAD-TEST SCORE
$24,890-$36,420	74

Reliability ○ Satisfaction ○ MPG 21

This solid and nimble small SUV has high-end fit and finish and spacious rear seating. Handling is very responsive and enjoyable, with sharp steering and strong cornering grip that keeps the Tiguan secure and unflappable at its limits. With its 19-inch tires, the SEL rides stiffly. The lower S and SE trim lines, with 17-inch tires, ride more comfortably and quietly. Automatic climate control is available only on the SEL. The 2.0-liter, turbocharged four-cylinder is smooth and yielded 21 mpg overall in our tests. A well-equipped Tiguan can easily climb into the mid-$30,000 range. Updates for 2016 include greater availability of keyless access with push-button start and more trim lines getting a power driver's seat. Reliability has been average.

Volkswagen Touareg

NOT TESTED

PRICE $42,705-$59,745

Reliability ○ Satisfaction ◒

The Touareg has the feel of a sharp-handling, luxury SUV, with a plush interior and wide, supportive seats that deliver all-day comfort. The V6 turbodiesel, mated to an eight-speed automatic transmission, pulls effortlessly and has a generous towing capacity. The low-speed ride is overly firm, but it's steady on the highway. The cabin is quiet and access is easy, but the almost-$50,000 Touareg we sampled lacked some common luxury features, such as a sunroof. The top-of-the-line hybrid version has been discontinued for 2016. Reliability has been average. The diesel version is under investigation by the EPA for not complying with emissions regulations.

VOLVO

Solid and staid, the Swedish automaker is now owned by Chinese parent Geely. The aging product line has been recently invigorated by the new XC90 SUV and the just-unveiled S90 sedan. Volvo is banking on its new turbo four-cylinder engines for better fuel economy. Traditionally known for safety, Volvos are typically quiet, have comfortable seats, and provide secure though uninspiring handling. The ride can generally be described as stiff. The infotainment systems on most models are not very intuitive, and the all-new version in the XC90 may be the most complicated we've yet seen.

Volvo S60

OVERALL SCORE 77

PRICE $33,950-$47,700 | **ROAD-TEST SCORE** 80

Reliability ◒ Satisfaction ○ MPG 25

The S60 offers fairly agile handling but a stiff ride. A smooth and refined turbo four-cylinder and an eight-speed automatic are new, and they bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet, well-finished, and logically laid out, and the front seats are very comfortable. But the rear seat is tight, and the trunk is small. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The AWD Cross Country sedan has a 2.5-liter, five-cylinder turbo and raised ground clearance. The Inscription model adds almost 3 inches of rear leg room. Reliability has been above average.

Volvo S80

NOT TESTED

PRICE $43,450-$48,375

Reliability ○* Satisfaction ○*

The S80 doesn't deliver the level of performance or luxury expected in this class, particularly because of its stiff ride, tight rear seat, and unremarkable performance. The lone powertrain for 2016 is a 2.0-liter four-cylinder turbo engine with an eight-speed automatic transmission; the turbo six-cylinder with all-wheel drive has been dropped. Handling is sound and predictable. The interior is well-finished, and the front seats are comfortable, but for a sedan of its size, rear-seat room is cramped and cabin access is compromised. A collision warning system is available. Updates for 2016 include standard heated front seats. A replacement called the S90 goes on sale this summer with an interior design similar to that of the XC90 SUV.

Volvo V60

OVERALL SCORE 60

PRICE $35,950-$49,200 | **ROAD-TEST SCORE** 73

Reliability ◒ Satisfaction ◒ MPG 21

This wagon version of the S60 has fairly agile handling, but the ride is overly firm. The new four-cylinder turbo we tested in the S60 provided lively acceleration and respectable fuel economy. Opting for all-wheel drive brings the older, gruff-sounding five-cylinder. The top-level T6 trim has standard all-wheel drive and is quick and refined. The interior is quiet and logically laid out, but some controls are complicated. The front seats are very comfortable, but the rear is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system. The new AWD Cross County version has higher ground clearance. First-year reliability has been below average.

Volvo XC60

OVERALL SCORE 67

PRICE $36,400-$51,050 | **ROAD-TEST SCORE** 71

Reliability ○ Satisfaction ○ MPG 17

While a good choice overall, the XC60 isn't as engaging to drive or as sporty as the Audi Q5 or BMW X3. The ride is a little stiff, but handling is responsive and secure at its limits. The 3.0-liter, turbo six-cylinder performs well, but fuel economy is mediocre at 17 mpg overall. Turbo four-cylinder engines are new but are available only on front-wheel-drive versions for now. Wind and road noise are well-suppressed. The interior is well-constructed, with high-quality materials. The seats are well-shaped and comfortable, but rear leg room is a bit tight. City Safety automatic braking is standard, and crash-test performance is excellent, but opting for other cutting-edge safety gear gets pricey.

Volvo XC70

NOT TESTED

PRICE $37,100-$47,175

Reliability ○ Satisfaction ●

We previously tested the XC70 with an engine that is no longer offered. For 2016 a four-cylinder turbo and eight-speed automatic are standard on front-wheel-drive versions. It worked well in the S60 we tested and returned 25 mpg overall. But all-wheel-drive versions get a 2.5-liter, turbocharged five-cylinder engine paired to a six-speed automatic. The ride is fairly stiff, but handling is secure. Inside, the cabin is quiet and luxuriously trimmed, and the seats are comfortable. The XC70 has many of Volvo's safety features, including collision-avoidance systems and a blind-spot warning system that works well. Other updates for 2016 include standard heated front seats.

Volvo XC90

OVERALL SCORE 71

PRICE $43,950-$68,100 | **ROAD-TEST SCORE** 84

Reliability ◒* Satisfaction ◒* MPG 20

The XC90 is a highly capable and competitive three-row SUV. Base models use a 250-hp, 2.0-liter four-cylinder turbo, offered with front- or all-wheel drive. We tested the 316-hp, turbocharged and supercharged version. It delivers decent punch and returned 20 mpg in our tests. but has a raspy sound. A plug-in hybrid with an electric range of about 25 miles is available. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff, though the optional air suspension helps out a bit. The interior is quiet, plush, and modern, with supercomfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system. Many electronic safety features are available.

NEW CAR RATINGS

Our new Overall Score will help guide you to the 250 best-performing, safest, and most reliable vehicles

FORD F-150
Our highest-rated pickup truck.
See page 78.

How to Read the Ratings Charts

☑ **Recommended Vehicles** did well in testing, have average or better predicted reliability, and performed adequately if included in a government or insurance-industry crash test. Models with subpar crash-test results are identified by (!).

Overall Score accounts for a vehicle's performance in our road tests, results from our reliability and owner satisfaction surveys, the availability of a frontal crash prevention system, and, if applicable, results from crash tests by government and insurance-industry test facilities.

Survey Results involve Reliability and Owner Satisfaction polls taken annually of Consumer Reports subscribers.

Reliability results are based on about 740,000 vehicles owned by subscribers who responded to our 2015 Annual Auto Survey by reporting on problems with their vehicles. Predicted reliability is based on a model's latest three years of data.

Owner satisfaction is based on the percentage of owners who said they would definitely buy the same car again. The information is drawn from experiences covering 230,000 vehicles less than 3 years old.

Safety identifies whether a vehicle has a frontal crash prevention system. **NA** means no such system is offered. **Opt.** means it's available on some versions, but not necessarily on the one we tested. Models with standard systems are rated from ○ to ● based on their ability to warn drivers or brake autonomously to prevent a crash.

Road-Test Results display test findings relevant to each vehicle category.

We buy and test about 70 vehicles each year, driving them for thousands of miles and putting them through more than 50 tests.

Some tests, such as those for acceleration, braking, and fuel economy, are objective, instrumented tests. Other tests that evaluate seat comfort, ride quality, and ease of use of controls, are subjective, and graded by our experts.

We Rate Cars Using These Symbols

● ◓ ○ ◒ ● Better ◄——► Worse

ELECTRIC CARS, PLUG-IN HYBRIDS, and SUBCOMPACTS

☑ Recommended ! Caution (subpar crash-test results)

● ◓ ○ ◒ ● Better ◄——► Worse

	MAKE & MODEL	PRICE		SURVEY RESULTS		SAFETY	ROAD-TEST RESULTS									
Recommended			OVERALL SCORE	Predicted Reliability	Owner Satisfaction	Front Crash Prevention	Road-Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort Front/Rear	Controls	Luggage, Suitcases+Duffels
ELECTRIC CARS AND PLUG-IN HYBRIDS																
☑	**Ford C-Max** Energi	$34,940	69	○	◓	NA	77	94[1] /37[2]	8.1	136	50.5	◓	◓/◓	◓/◓	○	1+1
	BMW i3 Giga	$50,450	64	◒	◓	Opt.	79	139 [1]	7.5	131	55.0	◓	◓/●	◓/○	○	1+1
!	**Nissan Leaf** S	$29,860	63	○	◓	NA	71	106 [1]	10.3	136	52.5	◓	◓/◓	◓/○	◓	2+1
	Ford Focus Electric	$40,990	54	●	○	NA	72	107 [1]	10.2	140	52.5	●	●/◓	◓/○	◒	1+1
	Mitsubishi i-MiEV SE	$33,630	45	○*	○*	NA	35	111 [1]	14.7	132	52.0	◒	◒/○	○/○	○	1+1
CARS: SUBCOMPACT																
☑	**Honda Fit** EX	$19,025	66	○	◓	NA	67	33	10.0	132	55.0	◓	◒/◒	◓/◓	◓	2+2
☑	**Nissan Versa Note** SV	$17,495	66	●	◒	NA	61	31	10.9	135	54.5	◓	○/○	○/◓	●	1+2
☑	**Chevrolet Sonic** LT (1.8L)	$17,290	65	○	◒	Opt.	66	28	9.3	128	54.0	◓	○/○	○/◒	◓	3+0
☑	**Scion iA**	$17,570	65	◓*	◓*	○	60	35	10.3	139	55.0	●	○/○	○/◒	○	3+0
!	**Hyundai Accent** Sport (hatchback, MT)	$16,695	64	◓	◒	NA	68	32	8.5	136	55.0	◓	○/○	◓/○	●	2+2
	Toyota Prius C Two	$20,850	64	●	◓	Opt.	55	43	11.3	135	51.5	○	◒/◒	◓/○	◓	1+1
!	**Hyundai Accent** SE	$16,050	62	◓	◒	NA	65	31	10.3	134	51.5	◓	○/○	◓/○	●	3+1
	Chevrolet Sonic LTZ (hatchback, 1.4T, MT)	$19,870	61	○	◒	Opt.	60	30	8.9	130	55.0	◓	○/○	○/◒	◓	1+1
	Toyota Yaris LE	$17,290	55	●*	○*	NA	47	32	10.8	137	54.0	○	○/◒	○/○	◓	1+1
	Kia Rio EX	$17,275	53	◒	●	NA	64	30	9.5	138	55.0	◓	◒/○	◓/○	●	2+3
	Kia Rio EX (hatchback)	$17,475	51	◒	●	NA	62	29	9.9	136	55.0	◓	○/○	◓/○	●	1+3
!	**Nissan Versa** SV (sedan)	$15,490	48	○*	●*	NA	56	32	10.6	140	54.5	○	○/◒	○/◓	◓	4+0
	Ford Fiesta SES (hatchback, MT)	$17,795	44	●	◒	NA	66	32	10.7	134	55.0	●	○/◓	◓/◒	○	1+2
	Ford Fiesta SE (3-cyl., MT)	$18,720	44	●	◒	NA	66	35	9.0	125	56.0	◓	○/○	◓/●	○	1+3

[1] Miles-per-gallon equivalent (MPGe). [2] Miles per gallon while running on gas engine.

*Based on limited data. **Powertrain has changed since last test.

SUBCOMPACTS, SMALL 2-DOOR, COMPACT, and MIDSIZED SEDANS

☑ Recommended ! Caution (subpar crash-test results)

Better ◀——▶ Worse

Recommended	MAKE & MODEL	PRICE	OVERALL SCORE	SURVEY RESULTS: Predicted Reliability	SURVEY RESULTS: Owner Satisfaction	SAFETY: Front Crash Prevention	ROAD-TEST RESULTS: Road-Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort Front/Rear	Controls	Luggage, Suitcases+Duffels
CARS: SUBCOMPACT continued																
	Ford Fiesta SE	$16,595	42	●	◒	NA	64	33	10.9	142	52.5	◓	◓/◓	◓/◒	○	3+1
	Smart ForTwo Passion	$18,730	41	◒*	◓*	NA	41	36	11.2	132	52.5	○	◒/●	◓/-	○	1+1
!	**Mitsubishi Mirage** ES	$16,050	34	○*	○	NA	29	37	12.1	138	52.5	◒	○/●	○/○	◓	1+1
CARS: SMALL 2-DOOR																
☑	**Mini Cooper** (base, AT)	$27,400	64	○	◓	Opt.	68	31	8.3	133	54.5	◉	○/○	◓/●	○	1+1
☑	**Hyundai Veloster** (base, MT)	$20,340	63	○	◒	NA	67	31	9.2	131	54.0	◓	○/○	◓/●	◓	1+3
	Honda CR-Z EX (MT)	$22,810	58	○*	◓*	NA	54	35	9.3	139	52.0	◓	◒/○	◓/-	◓	4+1
	Scion tC (AT)	$21,130	52	○*	○*	NA	44	27	8.6	134	54.0	○	◒/◒	◓/◒	◓	2+0
	Volkswagen Beetle 1.8T (AT)	$22,485	47	●	○	NA	59	27	8.4	136	51.0	◓	○/○	◓/◒	◓	2+1
	Fiat 500c Pop (MT)	$21,000	44	●	○	NA	52	34	11.0	129	53.0	◓	◒/○	○/●	○	0+2
!	**Fiat 500** Sport (MT)	$18,600	39	●	○	NA	54	33	11.3	134	55.0	◉	◒/○	○/●	○	1+0
CARS: COMPACT																
☑	**Subaru Impreza** Premium	$21,345	79	◉	○	Opt.	79	27	9.2	129	52.5	◓	◓/○	◓/○	◉	2+2
☑	**Subaru Impreza** Sport Premium (hatchback)	$22,345	77	◉	○	Opt.	76	26	9.4	127	52.5	◓	◓/○	◓/◓	◉	2+2
☑	**Toyota Prius V** Three	$28,217	75	◉	◓	Opt.	73	41	10.7	138	55.0	○	◓/○	◓/◓	◓	32.0
☑	**Mazda3** i Grand Touring (hatchback, 2.0L, MT)	$24,040	74	◓	◓	Opt.	73	32	8.2	133	54.0	◉	○/○	◓/○	○	2+2
☑	**Mazda3** i Touring (2.0L)	$21,740	74	◓	◓	Opt.	72	33	8.3	133	54.5	◉	○/○	◓/○	◓	2+3
☑	**Honda Civic** LX	$20,275	73	○*	◓*	Opt.	76	32	8.7	129	56.0	◓	◓/○	○/○	◉	3+1
☑	**Kia Soul** Plus	$24,115	72	◓	◓	Opt.	74	26	8.8	127	53.5	◓	○/○	◓/◓	◉	24.5
☑	**Honda Civic** EX-T	$23,035	72	○*	◓*	Opt.	75	31	7.1	129	54.5	◓	◓/○	○/○	○	3+1
☑	**Toyota Corolla** LE Plus	$20,652	72	◉	◓	NA	71	32	9.9	138	54.5	○	◓/○	○/◓	◓	3+1
☑	**Kia Forte** LX (1.8L)	$19,570	71	○	○	NA	78	28	10.1	128	52.5	◓	◓/◓	◓/○	◉	3+1
☑	**Volkswagen Jetta** SE (1.4T)	$21,235	71	○	○	Opt.	79	32	9.1	131	53.0	◓	◓/◓	◓/◓	◓	3+2
☑	**Scion iM**	$19,995	69	◉*	◓*	NA	64	31	10.0	133	52.5	◓	○/○	◓/○	◓	1+3
☑	**Ford C-Max** Hybrid SE	$26,685	69	○	◓	NA	77	37	8.4	138	53.0	◓	◓/◓	◓/◓	○	28.0
☑	**Volkswagen Jetta** Hybrid SEL Premium	$31,940	68	○	○	Opt.	75	37	8.1	138	52.5	◓	◓/◓	◓/◓	◓	2+1
☑	**Volkswagen Jetta** Sport (1.8T)	$22,610	68	○	○	Opt.	74	30	8.5	137	52.0	◓	◓/◓	◓/◓	◉	3+2
	Volkswagen Golf SE (1.8T)	$25,315	63	●	◉	Opt.	82	28	8.7	130	54.0	◓	◓/◓	◓/◓	◉	2+1
	Mitsubishi Lancer ES	$17,515	63	○*	○*	NA	62	25	9.8	144	49.5	◓	◓/○	◓/○	◉	3+1
	Ford Focus SE	$20,280	54	●	○	NA	72	28	9.2	141	52.5	◓	◓/◓	◓/○	○	3+1
	Ford Focus SE (hatchback)	$22,185	53	●	○	NA	71	28	9.3	137	52.5	◓	◓/◓	◓/○	○	2+1
	Dodge Dart SXT (2.4L)	$22,025	53	●	○	NA	68	27	9.3	127	54.5	◓	○/○	○/○	◓	3+1
	Nissan Sentra SV	$20,570	51	●	●	Opt.	65	29	9.7	129	55.5	○	○/○	○/◓	◓	3+2
!	**Fiat 500L** Easy**	$24,595	31	●	◒	NA	50	27	9.5	132	51.5	◓	◒/○	○/◓	○	2+2
CARS: MIDSIZED																
☑	**Toyota Camry** Hybrid XLE	$29,052	84	◉	◓	Opt.	87	38	7.6	133	51.0	◓	◓/◓	◓/◓	◓	3+1
☑	**Toyota Camry** XLE (V6)	$32,603	84	◉	◓	Opt.	86	26	6.4	136	50.5	◓	◓/◓	◓/◓	◓	4+0
☑	**Subaru Legacy** 2.5 Premium	$24,837	83	◓	◉	Opt.	89	26	10.2	128	55.5	◓	◉/◓	◓/◓	◉	3+1
☑	**Toyota Camry** LE (4-cyl.)	$24,089	83	◉	◓	Opt.	84	28	8.6	131	53.5	◓	◓/◓	◓/◓	◓	4+0

*Based on limited data. **Powertrain has changed since last test.

MIDSIZED, LARGE, LUXURY ENTRY-LEVEL, and LUXURY COMPACT SEDANS

☑ Recommended ! Caution (subpar crash-test results)

Better ◀——▶ Worse

Recommended	MAKE & MODEL	PRICE	OVERALL SCORE	SURVEY RESULTS: Predicted Reliability	SURVEY RESULTS: Owner Satisfaction	SAFETY: Front Crash Prevention	ROAD-TEST RESULTS: Road-Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort Front/Rear	Controls	Luggage, Suitcases+Duffels
CARS: MIDSIZED continued																
☑	**Honda Accord** LX (4-cyl.)	$23,270	82	◓	◓	Opt.	85	30	7.7	136	53.0	◓	◓/◓	◓/◓	◓	3+2
☑	**Honda Accord** EX-L (V6)	$30,860	81	◓	◓	Opt.	84	26	6.3	139	52.5	◓	◓/◓	●/◓	◓	3+2
☑	**Mazda6** Sport	$23,590	77	◓	◓	Opt.	79	32	7.5	132	53.0	◓	○/○	◓/◓	◓	3+2
☑	**Hyundai Sonata** Hybrid SE	$26,950	77	◓	◓	Opt.	80	39	8.2	140	50.5	○	◓/◓	◓/●	●	2+2
☑	**Ford Fusion** SE (1.5T)	$27,720	77	○	◓	Opt.	81	24	9.2	125	52.5	●	●/◓	○/◓	◓	3+2
☑	**Hyundai Sonata** SE (2.4L)	$23,315	76	◓	◓	Opt.	78	28	9.2	139	50.5	○	◓/◓	◓/●	●	3+2
☑	**Ford Fusion** SE Hybrid	$28,290	76	○	◓	Opt.	80	39	8.3	140	52.0	◓	●/◓	○/◓	◓	2+3
☑	**Volkswagen Passat** SE (1.8T)	$27,485	76	○	◓	Opt.	82	28	8.6	129	52.5	◓	◓/◓	◓/●	◓	3+1
☑	**Ford Fusion** Titanium (2.0T)	$33,180	75	○	◓	Opt.	78	22	7.4	130	53.5	●	◓/◓	◓/◓	◒	3+1
☑	**Volkswagen Passat** SEL Premium (V6)	$33,720	74	○	◓	Opt.	79	23	6.8	132	52.5	◓	◓/◓	◓/●	◓	3+0
	Nissan Altima 3.5 SL	$31,610	64	◒	◒	Opt.	80	24	6.3	133	52.0	○	○/◓	◓/◓	●	3+1
	Nissan Altima 2.5 S	$23,410	62	◒	◒	Opt.	77	31	8.2	140	51.5	○	◓/◓	◓/◓	●	3+2
	Chrysler 200 C (V6)	$33,620	53	●	◓	Opt.	66	25	6.9	138	51.5	○	◓/◓	◓/○	◓	3+1
	Chrysler 200 Limited (4-cyl.)	$25,790	51	●	◓	Opt.	63	30	9.8	130	53.5	○	○/○	○/○	◓	3+1
CARS: LARGE																
☑	**Chevrolet Impala** 2LTZ (3.6)	$39,110	81	○	◓	Opt.	91	22	6.9	130	54.0	◓	●/◓	●/◓	◓	4+2
☑	**Kia Cadenza**	$39,030	81	◓	◓	NA	83	22	7.2	132	51.5	○	◓/◓	◓/◓	●	3+2
☑	**Toyota Avalon** Limited (V6)	$40,670	80	◓	◓	Opt.	81	24	7.0	132	53.5	○	○/◓	●/◓	◓	3+2
☑	**Toyota Avalon** Hybrid Limited	$42,501	79	◓	◓	Opt.	80	36	8.2	138	52.5	○	○/◓	●/◓	◓	3+1
☑	**Hyundai Azera**	$37,185	79	◓	◓	Opt.	80	23	7.2	132	51.5	○	◓/◓	●/●	◓	3+2
	Chevrolet SS	$47,170	76	◒*	●*	○	87	17	5.1	118	56.0	●	○/○	●/◓	●	3+1
	Nissan Maxima Platinum	$41,995	73	○*	◓*	Opt.	81	25	6.5	132	53.0	◓	○/◓	●/○	●	3+0
	Ford Taurus Limited (3.5, V6)	$37,885	69	○	○	Opt.	72	21	7.2	135	50.0	○	◓/◓	◓/◓	○	4+2
	Dodge Charger R/T Plus (V8)	$40,375	62	●	◓	Opt.	85	20	6.1	128	50.5	◓	◓/●	●/◓	●	2+3
	Dodge Charger SXT (V6)	$34,510	61	●	◓	Opt.	82	22	7.4	134	52.0	◓	◓/◓	●/◓	●	3+1
	Chrysler 300 C (V8)	$45,650	60	●	◓	Opt.	84	20	6.1	134	49.5	◓	◓/●	●/●	◓	3+1
	Chrysler 300 Limited (V6)	$38,335	60	●	◓	Opt.	83	22	7.4	137	50.0	◓	◓/●	●/●	◓	3+1
CARS: LUXURY ENTRY-LEVEL																
☑	**Volkswagen CC** Sport (2.0T)	$32,800	74	◓	○	Opt.	78	26	7.5	133	52.0	◓	◓/◓	◓/○	◓	3+1
☑	**Audi A3** Premium	$31,495	73	○	●	Opt.	77	27	8.3	124	53.0	◓	○/○	◓/◒	○	2+1
☑	**Buick Verano** Leather (2.4)	$27,750	71	○	○	Opt.	73	24	8.5	129	54.5	◓	◓/◓	○/○	◓	3+2
☑	**Lexus CT** 200h Premium	$32,012	70	●	○	Opt.	65	40	11.0	133	54.5	◓	◒/○	◓/○	◓	1+1
☑	**Volkswagen Jetta** GLI SE (MT)	$27,740	68	○	○	Opt.	74	27	7.2	132	54.5	◓	○/○	◓/◓	◓	3+2
	Acura ILX Premium	$30,820	57	◒*	○	Opt.	61	28	7.5	132	54.5	○	◒/◒	◓/○	○	2+2
	Mercedes-Benz CLA250	$36,500	53	●	◒	●	64	28	6.6	124	54.0	◓	◒/○	◓/◒	◒	2+2
CARS: LUXURY COMPACT																
☑	**Buick Regal** Premium I	$34,485	78	◓	◓	Opt.	83	24	7.4	125	53.5	◓	◓/◓	◓/○	◓	3+1
☑	**BMW 328d** xDrive	$50,475	77	○	◓	Opt.	86	35	8.5	132	54.0	●	◓/◓	●/○	○	2+1
☑	**Volvo S60** T5 Drive-E	$39,925	77	◓	○	○	80	25	7.9	128	54.0	◓	○/◓	●/○	◓	3+0

LUXURY COMPACT, LUXURY MIDSIZED, and ULTRALUXURY SEDANS

☑ Recommended ! Caution (subpar crash-test results)

Better ◀ ▶ Worse

Recommended	MAKE & MODEL	PRICE	OVERALL SCORE	SURVEY RESULTS: Predicted Reliability	SURVEY RESULTS: Owner Satisfaction	SAFETY: Front Crash Prevention	ROAD-TEST RESULTS: Road-Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort Front/Rear	Controls	Luggage, Suitcases+Duffels
CARS: LUXURY COMPACT continued																
☑	**BMW 328i**	$43,195	75	○	◓	Opt.	84	28	6.3	132	54.5	●	◓/◓	◓/○	○	2+1
	Mercedes-Benz C300 (4MATIC)	$47,560	65	●	◓	●	85	26	6.8	136	55.5	◓	●/◓	●/○	◒	2+1
	Lexus IS300 (AWD)**	$43,823	65	●	○	Opt.	58	21	8.7	138	53.5	◓	○/◓	◓/◒	○	2+1
	Cadillac ATS Luxury (turbo)	$43,295	57	●	◒	Opt.	79	23	6.5	125	57.5	●	◓/◓	●/◒	●	2+1
	Infiniti Q50 Premium (AWD)**	$44,855	57	●	◒	Opt.	75	21	5.6	126	54.0	◓	○/◓	◓/◓	○	2+0
	Acura TLX 2.4L	$35,920	57	●	◓	Opt.	79	27	7.4	129	54.5	◓	◓/◓	◓/○	○	2+2
	Acura TLX SH-AWD	$42,345	55	●	◓	Opt.	75	25	6.5	129	55.0	◓	◓/◓	◓/○	◒	2+2
CARS: LUXURY MIDSIZED																
☑	**Mercedes-Benz E250** BlueTec (4MATIC)	$62,980	87	○	◓	●	93	30	8.3	131	54.0	◓	●/◓	●/◓	○	3+1
☑	**Audi A6** 3.0 Premium Plus Quattro	$56,295	84	◓	●	Opt.	90	22	5.7	132	52.5	◓	●/●	●/◓	○	3+1
☑	**Infiniti Q70** (V6)	$53,825	82	○	◓	Opt.	90	21	5.8	128	54.5	◓	◓/◓	◓/●	◓	3+2
☑	**Lexus GS** 350**	$58,858	82	●	◓	Opt.	83	21	6.2	137	53.5	◓	◓/◓	●/◓	○	3+1
☑	**Mercedes-Benz E350**	$57,965	82	○	◓	●	86	21	6.3	131	51.0	◓	●/●	●/◓	◒	3+1
☑	**Lexus ES** 350	$43,702	79	●	●	Opt.	78	25	6.7	139	51.5	○	◓/●	●/◓	○	3+2
☑	**Lexus ES** 300h	$44,017	79	●	●	Opt.	77	36	8.2	140	51.0	○	◓/◓	●/◓	○	3+1
☑	**Infiniti Q70** Hybrid	$58,655	78	○	◓	Opt.	83	25	5.6	131	52.0	◓	◓/◓	◓/◓	◓	2+1
☑	**Hyundai Genesis** 3.8 (AWD)	$52,450	78	○	●	Opt.	89	20	7.2	129	53.0	◓	◓/●	●/◓	●	3+1
☑	**Hyundai Equus** Signature**	$58,900	76	○	◓	○	80	19	6.5	140	49.0	◓	◓/●	●/●	◓	4+0
☑	**Lincoln MKZ** 2.0 EcoBoost	$41,365	75	○	◓	Opt.	84	23	7.4	124	53.0	●	●/●	●/○	●	3+2
☑	**Lincoln MKZ** Hybrid	$41,915	75	○	◓	Opt.	83	34	9.2	129	53.0	●	●/●	●/○	●	2+2
☑	**Buick LaCrosse** (Leather, eAssist)	$34,935	75	○	◓	Opt.	80	26	9.2	130	52.0	◓	●/◓	●/◓	◓	2+1
☑	**Buick LaCrosse** Premium I (V6)	$37,555	72	○	◓	Opt.	76	20	7.2	137	52.5	◓	◓/◓	●/◓	◓	3+1
☑	**Cadillac CTS** Luxury (V6, AWD)	$58,780	70	○	◓	Opt.	81	21	6.8	127	54.5	●	◓/●	●/○	●	2+2
	BMW 535i	$58,375	66	◒	◓	Opt.	81	23	6.1	137	51.5	◓	●/●	●/◓	◒	3+1
	Cadillac XTS Premium	$57,200	62	◒	○	Opt.	82	22	7.2	128	53.0	◓	◓/●	●/◓	●	4+1
	Acura RLX Tech	$55,345	59	●	○	●	75	23	6.5	128	51.5	○	○/◓	●/◓	◒	2+3
!	**Lincoln MKS** (base, 3.7)	$50,070	59	○	○	Opt.	66	20	7.1	137	51.5	○	◓/◓	◓/◓	◒	4+0
CARS: ULTRALUXURY																
☑	**BMW 750i** xDrive	$110,645	87	○*	◓*	Opt.	99	21	5.3	131	52.5	◓	●/●	●/●	○	2+4
☑	**Lexus LS** 460L	$82,504	86	●	●	Opt.	89	21	6.2	140	48.5	◓	●/●	●/●	○	3+2
☑	**Audi A8** L**	$91,275	86	◓*	◓	Opt.	91	21	5.5	126	52.0	◓	●/●	●/●	◒	3+1
	Tesla Model S P85D	$127,820	77	◒	●	●	100	87 [1]	3.5	118	55.5	●	◓/●	◓/○	◒	4+3
	Tesla Model S (85 kWh)	$89,650	77	◒	●	●	99	84 [1]	5.6	128	53.5	●	●/●	◓/○	◒	4+3
	Porsche Panamera S**	$105,110	73	○*	◓*	Opt.	81	20	5.5	116	56.0	●	◓/◓	◓/◓	◒	1+2
	Mercedes-Benz S550 (4MATIC)	$114,475	73	●	●	●	96	18	5.1	128	51.0	◓	●/●	●/●	◒	2+3
	Jaguar XJL Portfolio**	$81,575	70	◒*	●*	NA	82	19	5.5	138	52.5	◓	◓/●	●/●	○	2+1
	Maserati Ghibli S Q4	$89,010	59	◒*	◒*	NA	71	19	5.4	115	53.5	◓	◒/○	◓/○	○	2+2

[1] Miles-per-gallon equivalent (MPGe). [2] Miles per gallon while running on gas engine.

*Based on limited data. **Powertrain has changed since last test.

SPORTS/SPORTY CARS, WAGONS, and MINIVANS

☑ Recommended ! Caution (subpar crash-test results)

Better ◀——▶ Worse

Recommended	MAKE & MODEL	PRICE	OVERALL SCORE	SURVEY RESULTS: Predicted Reliability	SURVEY RESULTS: Owner Satisfaction	SAFETY: Front Crash Prevention	ROAD-TEST RESULTS: Road-Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Acceleration Quarter Mile, Sec.	Dry braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Driving Position	Controls
SPORTS/SPORTY CARS OVER $40,000 (EQUIPPED WITH MANUAL TRANSMISSION)																
☑	**BMW M235i**	$50,400	94	◉	◉	Opt.	98	25	5.2	13.8	115	58.5	◉	○/◒	◒	◒
☑	**Porsche 911** Carrera S	$110,630	87	◒	◉	Opt.	95	23	4.1	12.4	108	59.5	◉	◒/◒	◒	○
☑	**Audi TT** 2.0T (AT)	$50,600	81	◒*	◉*	NA	84	26	6.3	14.8	113	58.0	◉	○/○	◒	◒
☑	**Porsche Boxster** 2.7	$59,600	74	○	◉	Opt.	83	23	6.1	14.5	112	58.0	◉	○/○	○	○
	BMW Z4 sDrive28i	$55,225	70	○*	◒*	NA	74	28	6.1	14.7	122	54.5	◒	◒/○	○	○
	Ford Mustang GT Premium (V8)	$43,295	64	●	◉	Opt.	84	19	4.9	13.4	121	54.5	◉	○/○	◒	◒
	Chevrolet Corvette Stingray 3LT	$73,260	64	●	◉	NA	92	20	4.3	12.6	107	57.5	◉	◒/◒	○	◉
	Dodge Challenger R/T Plus (V8)	$40,860	54	●	◉	Opt.	70	20	5.5	13.9	119	51.5	◒	○/○	○	◒
SPORTS/SPORTY CARS UNDER $40,000 (EQUIPPED WITH MANUAL TRANSMISSION)																
☑	**Mazda MX-5 Miata** Club	$29,905	79	◒*	◉	NA	80	34	6.7	15.1	124	57.5	◉	◒/●	◒	○
☑	**Volkswagen GTI** Autobahn	$31,730	75	○	◉	Opt.	82	29	6.6	15.2	132	55.0	◉	○/◒	◒	◉
☑	**Scion FR-S**	$25,025	74	○	○	NA	78	30	7.2	15.5	126	56.5	◉	◒/◒	◒	◒
☑	**Subaru BRZ** Premium	$27,117	74	○	○	NA	79	30	7.2	15.6	126	56.0	◉	◒/◒	◒	◒
☑	**Nissan 370Z** Touring (coupe)	$38,565	73	○*	◒*	NA	81	23	5.3	13.9	120	58.0	◉	◒/◒	◒	◒
☑	**Mini Cooper** S	$29,945	72	○	◒	Opt.	81	30	7.2	15.5	130	56.0	◉	○/○	◒	◒
☑	**Subaru WRX** Premium	$29,742	70	○	◉	Opt.	75	26	6.0	14.5	120	59.0	◉	◒/◒	◒	◉
	Ford Mustang Premium (4-cyl., AT)	$33,080	59	●	◉	Opt.	76	25	6.4	14.9	125	53.0	◉	○/○	◒	◒
	Ford Focus ST	$28,270	55	●	○	NA	74	25	6.6	15.1	122	53.0	◉	◒/○	○	◒
	Fiat 500 Abarth	$26,050	52	●	○	NA	66	28	8.0	16.1	125	55.5	◉	●/◒	○	○
	Hyundai Genesis Coupe 3.8	$28,375	50	●	◒	NA	64	23	6.2	14.6	138	54.0	◉	◒/○	◒	◉
	Ford Fiesta ST	$24,985	50	●	◒	NA	74	29	7.3	15.6	118	57.0	◉	●/○	○	○

Recommended	MAKE & MODEL	PRICE	OVERALL SCORE	SURVEY RESULTS: Predicted Reliability	SURVEY RESULTS: Owner Satisfaction	SAFETY: Front Crash Prevention	ROAD-TEST RESULTS: Road-Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort Front/Rear	Controls	Cargo Volume, Cu. Ft.
WAGONS (ALL-WHEEL DRIVE)																
☑	**Audi Allroad** 2.0T Premium	$43,570	81	◉	◒	NA	82	22	8.1	131	53.0	◒	◒/◒	◒/○	○	28.5
☑	**Subaru Outback** 3.6R Limited	$36,835	81	◒	◉	Opt.	85	22	7.4	134	55.0	○	◒/◒	◒/◒	◉	34.0
☑	**Subaru Outback** 2.5 Premium	$28,852	80	◒	◉	Opt.	82	24	10.5	133	53.5	○	◒/◒	◒/◒	◉	34.0
	Volvo V60 Cross Country	$46,475	60	◒	◒	○	73	21	8.1	127	49.5	◒	○/◒	◉/○	◒	26.0
MINIVANS																
☑	**Toyota Sienna** XLE (FWD)	$35,810	80	◒	◒	Opt.	80	20	8.8	134	49.0	○	◒/◒	◒/◉	◒	70.5
☑	**Honda Odyssey** EX-L	$38,055	78	○	◒	Opt.	84	21	8.4	136	47.5	◒	◒/◒	◉/◉	◒	61.5
☑	**Toyota Sienna** XLE (AWD)	$38,201	78	◒	◒	Opt.	78	19	8.5	139	48.5	○	◒/◒	◒/◉	◒	70.5
	Kia Sedona EX	$34,795	69	○	◒	Opt.	70	20	8.0	133	48.0	○	○/◒	◒/◉	◒	46.0
	Ford Transit Connect XLT (2.5L)	$28,015	69	○*	◒	NA	76	21	10.9	132	53.0	◒	○/○	○/◉	◒	61.0

MINIVANS, and SUBCOMPACT, SMALL, and MIDSIZED SUVs

☑ Recommended ! Caution (subpar crash-test results)

Better ◀—▶ Worse

	MAKE & MODEL	PRICE		SURVEY RESULTS		SAFETY	ROAD-TEST RESULTS									
Recommended			OVERALL SCORE	Predicted Reliability	Owner Satisfaction	Front Crash Prevention	Road-Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort Front/Rear	Controls	Cargo Volume, Cu. Ft.
MINIVANS continued																
!	**Nissan Quest** SL	$39,040	65	○*	◒	NA	79	19	8.4	143	51.5	○	◓/◓	◓/◓	○	62.0
!	**Chrysler Town & Country** Touring-L	$37,505	62	○	○	NA	72	17	8.1	141	49.0	○	◓/◓	◓/◓	○	61.5
!	**Dodge Grand Caravan** R/T	$37,295	62	○	◒	NA	72	17	8.1	141	49.0	○	◓/◓	◓/◓	○	61.5
SUVs: SUBCOMPACT																
☑	**Subaru Crosstrek** Premium	$24,215	76	●	◓	Opt.	74	26	9.7	130	53.0	◓	○/○	◓/◓	●	23.0
☑	**Subaru Crosstrek** Hybrid	$27,132	75	●	◓	Opt.	74	28	10.1	131	53.0	◓	○/○	◓/◓	●	23.0
☑	**Mazda CX-3** Touring	$25,800	67	◓*	◓*	Opt.	64	28	9.6	135	53.5	●	○/○	○/◒	○	18.0
☑	**Honda HR-V** LX	$22,045	66	○*	◓*	NA	66	29	10.5	132	55.0	◓	◒/◒	◒/◓	●	32.0
	Chevrolet Trax LT	$25,560	53	◒*	○*	NA	55	25	10.8	130	54.0	○	◒/○	○/○	○	26.0
	Jeep Renegade Latitude	$27,525	46	●*	○*	Opt.	56	24	9.9	130	51.5	○	◒/○	○/○	◓	30.5
	Fiat 500X Easy	$26,600	39	●*	○*	Opt.	50	23	9.8	130	52.5	○	◒/◒	○/○	◓	19.5
SUVs: SMALL																
☑	**Subaru Forester** 2.5i Premium	$27,145	83	◓	●	Opt.	85	26	8.7	127	52.0	◓	○/○	◓/●	●	35.5
☑	**Toyota RAV4** XLE	$26,802	76	●	○	Opt.	75	24	9.0	135	51.5	◓	○/○	◓/◓	◓	37.0
☑	**Hyundai Tucson** Sport (1.6T)	$28,670	75	○*	◓*	Opt.	79	26	8.4	128	53.0	◓	◓/◓	◓/◓	●	29.5
☑	**Mazda CX-5** Touring (2.5L)	$28,090	74	◓	◓	Opt.	74	25	8.0	133	52.5	◓	○/○	◓/◓	◓	33.0
☑	**Hyundai Tucson** SE (2.0L)	$25,920	73	○*	◓*	Opt.	76	24	11.0	129	54.0	◓	◓/◓	◓/◓	●	29.5
☑	**Nissan Rogue** SV	$29,920	71	○	○	Opt.	74	24	9.5	134	54.0	○	◓/○	○/◓	●	31.5
☑	**Volkswagen Tiguan** SEL	$37,020	69	○	○	NA	74	21	8.5	140	53.5	◓	◒/◓	◓/◓	◓	30.0
☑	**Honda CR-V** EX	$27,500	69	○	◓	Opt.	73	24	9.0	134	51.5	◓	○/○	◓/◓	○	36.0
!	**Ford Escape** Titanium (2.0T)	$36,600	62	◒	○	NA	79	22	8.2	134	52.5	◓	◓/◓	◓/◓	○	35.0
	Mitsubishi Outlander SEL (4-cyl.)	$28,405	61	○*	●	Opt.	59	24	10.0	132	50.5	◒	○/○	○/◓	◓	32.5
!	**Ford Escape** SE (1.6T)	$28,040	59	◒	○	NA	75	22	9.9	133	52.5	◓	◓/◓	○/◓	◓	35.0
	Jeep Cherokee Limited (V6)	$37,525	47	●	○	Opt.	71	21	7.7	133	51.5	○	○/◓	◓/●	●	31.0
	Jeep Compass Latitude**	$26,190	43	●*	●	NA	52	22	10.3	145	48.0	◓	○/○	○/○	●	26.5
!	**Jeep Patriot** Latitude**	$25,790	40	◒	●	NA	56	21	10.3	141	51.5	◓	○/○	○/◓	◓	29.5
	Jeep Cherokee Latitude (4-cyl.)	$27,490	40	●	○	Opt.	58	22	10.9	138	51.5	○	○/◓	○/◓	◓	31.0
SUVs: MIDSIZED																
☑	**Kia Sorento** EX (V6)	$37,915	84	●	●	Opt.	84	21	7.4	131	49.5	◓	◓/◓	◓/◓	●	37.5
☑	**Toyota Highlander** Hybrid Limited	$50,875	83	●	●	Opt.	85	25	8.3	138	49.0	○	◓/◓	●/◓	◓	40.5
☑	**Toyota Highlander** XLE (V6)	$38,941	82	●	●	Opt.	84	20	7.5	134	50.5	○	◓/◓	●/◓	◓	40.5
☑	**Nissan Murano** SL	$42,065	78	●	●	Opt.	77	21	7.7	131	50.5	○	◓/◓	◓/◓	◓	33.5
☑	**Ford Edge** SEL (2.0 EcoBoost)	$39,755	76	○*	◓	Opt.	84	21	8.8	132	51.5	◓	◓/◓	◓/●	◓	39.0
☑	**Honda Pilot** EX-L	$39,585	76	○*	◓*	Opt.	80	20	7.5	136	49.5	○	◓/◓	◓/●	○	48.0
	Chevrolet Equinox LTZ (V6)	$36,925	71	◓	○	Opt.	69	18	7.1	138	50.5	○	◓/◓	◓/●	◓	33.5
	GMC Terrain SLT2 (V6)	$36,675	71	◓	○	Opt.	69	18	7.1	138	50.5	○	◓/◓	◓/●	◓	33.5

*Based on limited data. **Powertrain has changed since last test.

MIDSIZED, LARGE, LUXURY ENTRY-LEVEL, and LUXURY COMPACT SUVs

☑ Recommended ! Caution (subpar crash-test results)

Better ◀ ▶ Worse

Recommended	MAKE & MODEL	PRICE	OVERALL SCORE	SURVEY RESULTS: Predicted Reliability	SURVEY RESULTS: Owner Satisfaction	SAFETY: Front Crash Prevention	ROAD-TEST RESULTS: Road Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort Front/Rear	Controls	Cargo Volume, Cu. Ft.
	SUVs: MIDSIZED continued															
	Chevrolet Equinox 1LT (4-cyl.)	$26,350	71	◒	○	Opt.	68	21	10.7	138	50.0	◒	◒/◒	◒/●	◒	33.5
	GMC Terrain SLE1 (4-cyl.)	$26,745	71	◒	○	Opt.	68	21	10.7	138	50.0	◒	◒/◒	◒/●	◒	33.5
	Hyundai Santa Fe Sport (4-cyl.)	$28,370	70	◒	◒	NA	73	23	9.7	132	50.5	○	◒/○	◒/◒	●	35.5
	Hyundai Santa Fe SE (V6)	$36,290	68	◒	◒	NA	81	20	7.6	133	51.0	○	◒/◒	◒/●	●	40.5
	Ford Explorer XLT (V6)	$39,275	64	○	○	Opt.	67	18	7.9	135	49.5	○	◒/◒	◒/◒	◒	42.0
	Toyota 4Runner SR5 (V6)	$37,425	61	●	◒	NA	55	18	7.7	131	48.0	◒	◒/◒	◒/◒	◒	44.5
	Nissan Pathfinder SL	$40,470	53	●	◒	NA	72	18	7.7	137	47.0	◒	◒/◒	◒/◒	●	39.5
!	**Dodge Journey** Limited (V6)	$36,975	45	●	◒	NA	64	16	8.1	139	50.0	○	◒/◒	◒/◒	◒	37.0
	Jeep Wrangler Unlimited Sahara	$36,340	26	◒	◒	NA	20	17	8.9	151	45.0	◒	●/◒	○/○	○	34.5
	SUVs: LARGE															
☑	**Dodge Durango** Limited (V6)	$43,525	76	○	●	Opt.	83	18	8.3	134	48.0	○	◒/●	●/◒	●	44.0
☑	**Chevrolet Traverse** LT	$39,920	74	◒	○	Opt.	77	16	7.9	141	50.0	◒	◒/◒	◒/◒	◒	48.5
☑	**GMC Acadia** SLT2	$41,315	72	○	○	Opt.	77	16	7.9	141	50.0	◒	◒/◒	◒/◒	◒	48.5
☑	**Ford Flex** SEL	$42,155	71	○	◒	Opt.	73	18	8.5	141	48.0	○	◒/◒	◒/●	○	47.5
	Ford Expedition EL Limited	$63,080	67	●	●	NA	61	14	7.2	136	45.0	◒	◒/○	◒/◒	◒	71.0
	Toyota Sequoia Limited (5.7)	$54,005	66	●	◒	NA	60	15	7.1	146	47.0	○	◒/◒	◒/●	◒	61.0
	Nissan Armada Platinum	$55,400	57	○*	●*	NA	59	13	7.2	142	48.0	◒	○/◒	◒/●	◒	58.5
	Chevrolet Suburban LTZ	$69,790	54	●	●	Opt.	74	16	7.9	139	47.0	◒	◒/●	◒/◒	●	62.5
	Chevrolet Tahoe LT	$60,100	52	●	◒	Opt.	67	16	7.7	136	45.0	◒	○/●	◒/◒	●	47.5
	GMC Yukon SLT	$62,125	52	●	◒	Opt.	67	16	7.7	136	45.0	◒	○/●	◒/◒	●	47.5
	GMC Yukon XL SLT	$67,370	50	●	●	Opt.	67	16	7.9	139	45.0	◒	○/●	◒/◒	●	62.5
	SUVs: LUXURY ENTRY-LEVEL															
☑	**Audi Q3** Premium Plus	$40,125	80	●	◒	NA	77	22	8.4	132	51.5	◒	◒/◒	◒/◒	○	24.5
	Buick Encore Leather	$30,555	73	●	○	Opt.	69	23	11.0	127	55.0	○	◒/◒	◒/○	◒	26.0
	Mini Cooper Countryman S	$32,500	67	○	○	NA	68	26	8.3	135	54.5	●	○/○	◒/○	◒	19.5
	Mercedes-Benz GLA250	$42,210	61	◒*	○	●	70	26	6.9	128	54.5	◒	○/○	◒/◒	◒	23.0
	SUVs: LUXURY COMPACT															
☑	**Lexus NX** 200t	$43,284	77	●	◒	Opt.	74	24	7.5	132	49.5	◒	○/◒	◒/◒	○	28.5
☑	**BMW X3** xDrive28i (2.0T)	$44,595	76	○	◒	Opt.	82	23	7.3	130	53.0	◒	○/◒	◒/◒	○	33.0
☑	**Audi Q5** Premium Plus (2.0T)	$43,675	75	◒	◒	Opt.	78	21	7.9	130	52.0	◒	○/◒	◒/◒	○	32.0
☑	**Lexus NX** 300h	$51,224	75	●	◒	Opt.	71	29	8.9	136	49.5	◒	○/○	◒/◒	○	28.5
☑	**Acura RDX**	$38,990	72	◒	○	Opt.	75	22	6.6	132	51.0	○	○/◒	●/◒	○	31.5
	Porsche Macan S	$63,290	70	◒	●	Opt.	85	19	6.4	130	51.0	●	○/●	●/◒	○	29.0
	Volvo XC60 T6	$42,245	67	○	○	○	71	17	7.4	132	52.5	◒	○/◒	◒/○	○	32.5
	Lincoln MKC Reserve	$46,485	55	●	◒	Opt.	72	19	7.8	125	54.0	○	○/◒	◒/○	○	30.5
	Land Rover Discovery Sport HSE	$49,895	47	●*	◒*	Opt.	58	21	8.6	136	50.5	○	◒/○	◒/●	○	33.0

LUXURY MIDSIZED/LARGE SUVs, and PICKUP TRUCKS

☑ Recommended ! Caution (subpar crash-test results)

Better ◀ ▶ Worse

SUVs: LUXURY MIDSIZED/LARGE

Recommended	MAKE & MODEL	PRICE	OVERALL SCORE	SURVEY RESULTS: Predicted Reliability	SURVEY RESULTS: Owner Satisfaction	SAFETY: Front Crash Prevention	ROAD-TEST RESULTS: Road-Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort Front/Rear	Controls	Cargo Volume, Cu. Ft.
☑	**Lexus RX** 450h	$57,565	81	●	●	Opt.	80	29	7.5	138	50.0	○	●/◓	●/◓	○	30.0
☑	**Lexus RX** 350	$51,630	78	●	●	Opt.	77	22	7.5	139	49.0	○	●/●	●/◓	○	30.0
☑	**Acura MDX** Tech	$51,410	76	◓	●	Opt.	79	21	6.8	135	52.0	○	◓/◓	◓/◓	◒	34.0
☑	**Buick Enclave** CXL	$43,260	76	◓	◓	Opt.	77	15	7.9	142	50.0	◓	◓/◓	◓/◓	◓	44.0
☑	**Porsche Cayenne** (V6)	$63,805	75	◓	●	Opt.	78	19	7.8	134	50.0	◓	◓/◓	◓/●	●	33.0
☑	**Mercedes-Benz GLE350** (ML)	$56,960	75	○	◓	●	75	18	6.8	138	48.0	◓	◓/●	●/◓	○	37.5
☑	**Toyota Land Cruiser****	$84,820	75	●*	●*	●	68	14	7.3	140	46.0	○	◓/◓	●/◓	◓	43.0
☑	**Lexus GX** 460	$58,428	74	●	◓	Opt.	70	17	7.5	136	48.0	○	○/◓	●/◓	◓	36.5
	BMW X5 xDrive35i	$70,050	73	◒	●	Opt.	84	21	7.4	137	52.0	◓	◓/●	●/◓	◒	34.5
	Volvo XC90 T6 Momentum	$56,805	71	◒*	◓*	●	84	20	7.7	126	52.5	○	○/◓	●/●	◒	35.0
	Lincoln Navigator Base	$68,895	69	○*	◓*	NA	72	15	7.0	136	48.5	◒	◓/○	◓/◓	◓	61.5
	Mercedes-Benz GL350 BlueTec	$73,020	61	●	◓	○	82	20	8.2	136	44.5	○	●/●	●/●	○	47.0
	Infiniti QX70**	$51,635	61	◒*	○*	Opt.	72	18	6.8	133	51.0	◓	○/◓	●/◓	◓	25.5
	Land Rover Range Rover (base, 3.0L)	$88,545	60	●*	●*	Opt.	80	17	6.7	137	48.5	○	●/●	●/●	○	34.5
	Jeep Grand Cherokee Limited (diesel)	$49,780	60	●	◓	Opt.	82	24	8.6	132	50.5	○	◓/◓	●/◓	◓	36.5
	Infiniti QX80	$63,395	58	◒*	◓	Opt.	68	15	6.9	139	48.0	◒	◓/◓	◓/◓	◓	49.5
	Infiniti QX60 (3.5L)	$51,920	58	●	◒	Opt.	79	19	8.3	137	47.0	○	◓/●	●/○	●	39.0
	Jeep Grand Cherokee Limited (V6)	$41,375	58	●	◓	Opt.	78	18	8.0	134	50.0	○	◓/◓	●/◓	◓	36.5
	Land Rover Range Rover Sport HSE (3.0L)	$74,040	57	●*	●	Opt.	74	18	6.5	137	49.5	◓	○/◓	◓/◓	◒	31.5
	Cadillac Escalade Premium	$87,360	44	●	●	Opt.	61	16	6.1	142	45.0	◒	○/●	●/◓	●	48.0

Recommended	MAKE & MODEL	PRICE	OVERALL SCORE	SURVEY RESULTS: Predicted Reliability	SURVEY RESULTS: Owner Satisfaction	SAFETY: Front Crash Prevention	ROAD TEST RESULTS: Road Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Driving Position	Seat Comfort Front/Rear	Controls

PICKUP TRUCKS

Recommended	MAKE & MODEL	PRICE	OVERALL SCORE	SURVEY RESULTS: Predicted Reliability	SURVEY RESULTS: Owner Satisfaction	SAFETY: Front Crash Prevention	ROAD TEST RESULTS: Road Test Score	Overall MPG	Acceleration 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Driving Position	Seat Comfort Front/Rear	Controls
☑	**Ford F-150** XLT (3.5 V6 EcoBoost)	$46,755	77	◓	●	Opt.	80	16	7.2	139	46.5	◒	◒/●	◓	◓/●	◓
☑	**Ford F-150** XLT (2.7 V6 EcoBoost)	$45,750	76	◓	●	Opt.	78	17	7.0	137	46.0	◒	◒/●	◓	◓/●	◓
	Toyota Tundra SR5 (5.7L V8)	$38,715	69	●	◓	NA	63	15	6.7	153	44.5	○	◒/◓	○	◓/○	◓
	Ram 1500 Big Horn (V6, diesel)	$49,155	63	◒	◓	NA	82	20	9.5	143	47.0	◒	◓/◓	○	◓/●	◓
	Ram 1500 Big Horn (5.7L V8)	$42,810	63	◒	◓	NA	81	15	7.1	141	47.0	◒	◓/●	○	◓/●	◓
	Chevrolet Silverado 1500 LT (5.3L V8)	$42,070	61	●	◓	Opt.	80	16	7.5	138	45.5	○	◒/●	○	○/●	◓
	GMC Sierra 1500 SLT (5.3L V8)	$43,200	61	●	◓	Opt.	80	16	7.5	138	45.5	○	◒/●	○	○/●	◓
	Chevrolet Colorado LT (V6)	$34,300	51	●	◓	Opt.	69	18	7.5	132	48.5	○	◒/○	○	◒/○	●
	GMC Canyon SLE (V6)	$35,835	51	●	◓	Opt.	69	18	7.5	132	48.5	○	◒/○	○	◒/○	●

*Based on limited data. **Powertrain has changed since last test.

USED CARS

Need a reliable and affordable vehicle but hate shopping around? Our experts selected the preowned cars, SUVs, and trucks that will treat you right.

BE ON GUARD
Walking onto a used-car lot unprepared may mean you'll drive home in an unreliable, overpriced vehicle.
19990
CARFAX 1-OWNER
PAY
$ Ø DOWN PAYMENT

PHOTO: KATHRYN ALLEN HURNI/GALLERY STOCK

How to Read the Used Cars Charts

What's not to love about a new car? You get the latest styling, performance, and safety features, and that new-car smell. But what about depreciation?

Savvy consumers know that new cars depreciate quickly. In fact, they lose about 46 percent of their value during their first three years. That means a preowned car has already taken its big financial hit. For the same amount of money you were ready to drop on a shiny new entry-level car, you may be able to get a more substantial, better-equipped used car.

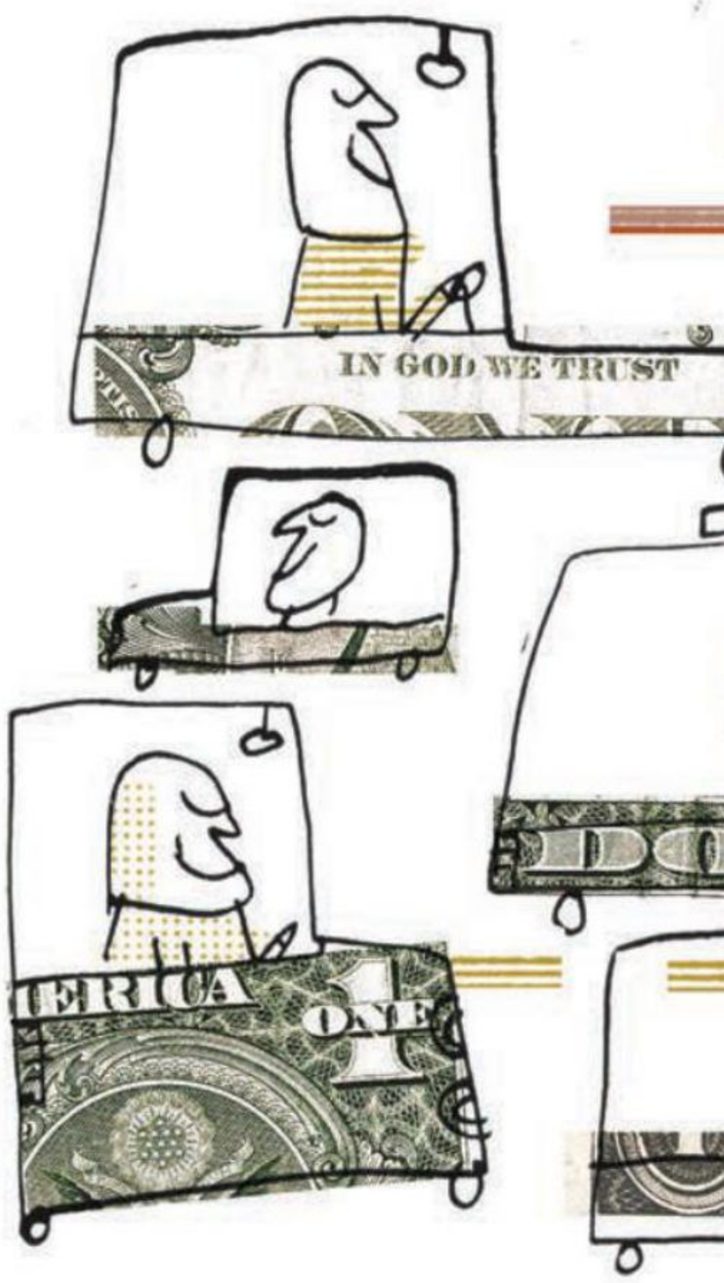
On the following pages are the best 2006-15 used cars, minivans, SUVs, and trucks. All did well in our tests when new and have above-average reliability.

Try to buy the newest model so that you can get the most up-to-date safety gear.

2016 AUTO ISSUE

The Smart Shopper's Guide to Used Cars

You don't have to give up safety, fuel economy, reliability, or comfort to get a good deal



Not everyone enjoys poring over used-car classified ads to find that hidden gem. Even our experts find the hunt through bad cars to be the worst part of the buying experience.

An easier solution: Simply determine your budget and choose a vehicle from our lists of the best used cars. We dug through years of test data and hundreds of thousands of survey responses, and cross-referenced those metrics with the availability of electronic stability control, a lifesaving safety feature.

Each model performed well in our road tests when it was new and had above-average reliability for the model years shown. In addition, each vehicle offered ESC as a standard or optional feature. We even narrowed the lists down to some of the "Best of the Best," on page 82, to make the process easier for you.

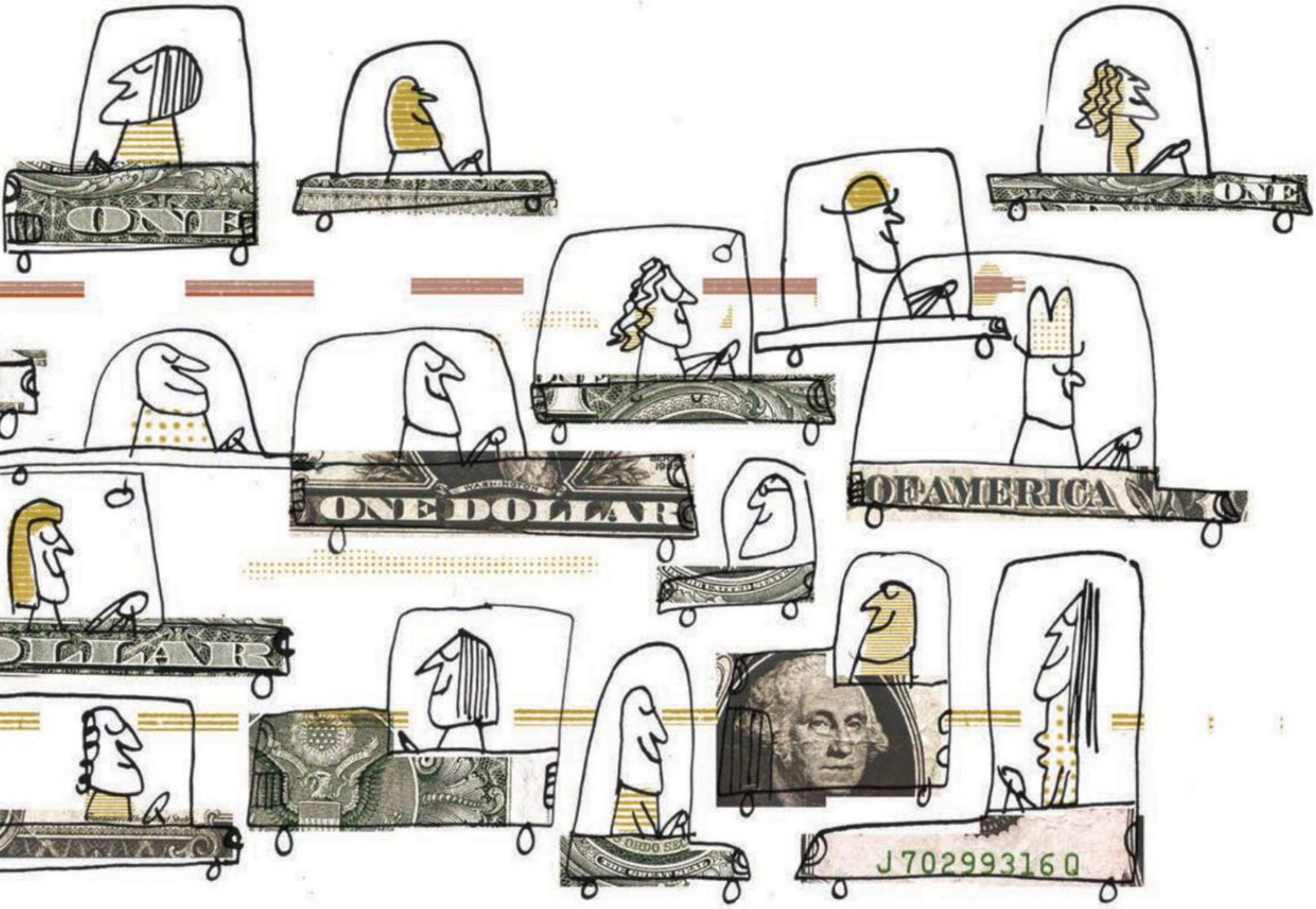
Of course, there's always a lemon in the bunch. We also included lists of used cars that proved to be particularly troublesome—and that you should avoid considering.

Even for used cars we recommend, there can be stinkers—due to a bad day at the factory or a former owner who didn't care much for car maintenance. Before you buy, make sure to pay for a thorough inspection by a certified mechanic, so there are no surprises down the road.

MAKE & MODEL	UNDER $10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	ESC ('06-15)	
					OPT. FROM	STD. FROM
CARS: SUBCOMPACT AND COMPACT						
Ford Focus	'08-10	-	-	-	'09	'10
Honda Civic	'06-09	'10-12	'13-14	'15	'09	'12
Honda Fit	'07-09	'10-13	-	-	'09	'11
Hyundai Accent	-	'12-14	-	-	-	'12
Hyundai Elantra	'06-09	-	'14-15	-	'08	'11
Kia Forte	'10-11	-	-	-	-	All
Kia Soul	'10	'11-13	'14	-	-	All
Mazda3	-	'09-12	'13-15	-	'07	'11
Nissan Leaf	-	'12	'14	-	-	All
Pontiac Vibe	'06-09	'10	-	-	'06	'09
Scion xB	'06, '08-09	'10, '12	-	-	-	All
Scion xD	'08	-	-	-	'08	'10
Subaru Impreza	-	-	'11	'13	'08	'09
Toyota Corolla	'06-09	'10-13	'14-15	-	'06	'10
Toyota Matrix	'06-08	'10	-	-	'06	'10
Toyota Prius	'06-08	'09-11	'12-13	'14-15	'06	'10
Toyota Prius C	-	'12	'13-14	-	-	All
Toyota Yaris	'07-10	-	-	-	-	'10
CARS: MIDSIZED AND LARGE						
Ford Fusion	'06-09	-	'12	'14-15	'09	'10
Honda Accord	'06-07	'08-10	'11-12	'13-15	'06	'08
Hyundai Azera	'07	-	-	'12-13	-	All
Hyundai Sonata	'07-09	-	'13-15	-	-	'06

MAKE & MODEL	UNDER $10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	ESC ('06-15)	
					OPT. FROM	STD. FROM
CARS: MIDSIZED AND LARGE continued						
Kia Optima	-	-	'13	'14	-	'06
Mazda6	'09	'10, '12	'14	-	'06	'09
Mercury Milan	'06-09	-	-	-	'09	'10
Nissan Altima	'07	'08-11	'12	-	'07	'10
Nissan Maxima	-	'08	'10-12	'13-14	'06	'09
Subaru Legacy	-	'10	'11-13	'14-15	'07	'09
Toyota Avalon	'06	'07-09	'10-11	'12	'06	'09
Toyota Camry	'06-07	'08-11	'12-13	'14-15	'06	'10
CARS: LUXURY						
Acura ILX	-	-	-	'13-14	-	All
Acura TL	'06	'07-08	'09-10	'11-12	-	All
Acura TSX	'06	'07-09	'10-11	-	-	All
Buick Regal	-	-	'12	'14	-	All
Infiniti G	-	'06-08	'09-10	'11-12	-	All
Infiniti M	-	'06-08	-	'11	-	All
Lexus CT 200h	-	-	'11	'12-13	-	All
Lexus ES	-	'06-08	'09-10	'11-12	'06	'07
Lexus GS	-	-	'07-08	-	-	All
Lexus HS Hybrid	-	-	'10	'12	-	All
Lexus IS	-	-	-	'10-11	-	'06
Lexus LS	-	-	'06	'07-08	-	All
Lincoln MKZ	'07-08	'09-10	'11-12	-	-	'09
Mercedes-Benz C-Class	'06	-	'08-09	'11	-	All
Mercedes-Benz E-Class	-	'06	'07	'09	-	All

ILLUSTRATION BY SERGE BLOCH



MAKE & MODEL	UNDER $10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	ESC ('06-15)	
					OPT. FROM	STD. FROM
SPORTS CARS/CONVERTIBLES						
Chevrolet Camaro	-	-	'10-11	-	-	'10
Ford Mustang	'06	-	'08	'10	-	'10
Mazda MX-5 Miata	'06	'07-10	'11-12	'13	'06	'12
WAGONS AND MINIVANS						
Honda Accord Crosstour	-	-	'10	'12-13	-	All
Mazda5	-	'12	'13-14	-	-	All
Subaru Outback	-	-	'10-11	'12-13	'06	'09
Toyota Prius V	-	-	'12-13	'14	-	All
Toyota Sienna	'06	-	'09	'11-12	'06	'08
Toyota Venza	-	-	'09-11	'12-13	-	All
Volvo V70/XC70	-	'07, '09	'10	-	'06	'07
SUVs: SMALL						
Buick Encore	-	-	-	'13-14	-	All
Chevrolet Equinox	-	-	'12-13	'14	-	'07
GMC Terrain	-	-	'12	'13	-	All
Honda CR-V	'06	'07-09	'10-11	'12-14	-	All
Hyundai Tucson	'07	'10	'13	'14-15	-	All
Mazda CX-5	-	-	'13	'14-15	-	All
Nissan Rogue	-	'10	'11	'15	-	All
Subaru Forester	-	-	-	'12-13	'07	'09
Subaru XV Crosstrek	-	-	-	'11	-	All
Toyota RAV4	-	'09	'10-11	'12-13	-	All

MAKE & MODEL	UNDER $10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	ESC ('06-15)	
					OPT. FROM	STD. FROM
SUVs: MIDSIZED AND LARGE						
Acura MDX	-	'06	-	'09	-	All
Acura RDX	-	'07	'08, '10	'11	-	All
Ford Edge	-	'09	'10	'11	-	All
Honda Pilot	'06	'07-08	'09	'11	-	'06
Lexus GX	-	-	'06-07	'08	-	All
Lexus RX	-	'06-07	'08-09	'10	-	All
Mazda CX-9	-	'08	-	'13	-	All
Mercedes-Benz GLK-Class	-	-	-	'11	-	All
Nissan Murano	-	-	'10-11	'12-13	'06	'09
Toyota 4Runner	-	'06-07	'08	-	-	All
Toyota Highlander	-	'06-07	'08-09	'10-11	-	All
Toyota Sequoia	-	'06	'07	'08	-	All
Volvo XC90	-	'07-08	-	-	-	All
PICKUP TRUCKS						
Chevrolet Silverado 2500HD	-	-	'07-08	'09	'09	'10
GMC Sierra 2500HD	-	-	'07-08	'09	'09	'10
Honda Ridgeline	-	'06-07	'08-09	'10-11	-	All
Nissan Frontier	-	'08	'09-11	'12	'06	'12
Toyota Tacoma	-	'06-07	'08-10	'11-13	'06	'09
Toyota Tundra	-	'06	'07-08	'10	'06	'09

THE BEST OF THE BEST

Less Than $10,000

SMALL CARS (WITH AVAILABLE ESC)
Ford Focus 2009-10
Pontiac Vibe 2006-09
Scion xB 2008-09

The Focus delivers a steady ride, an interior that feels upscale for the price, and sporty handling. The Vibe is a reliable and spacious compact hatchback similar to the Toyota Matrix. The xB is a cargo box on wheels, ready to haul almost anything you can throw in or at it.

SEDANS
Acura TL 2006
Acura TSX 2006
Hyundai Sonata 2007-09
Mazda6 2009

You can stick to your budget and still get a reliable premium car if you choose the slick-handling Acura TL. The smaller TSX is a sportier alternative based on the European Honda Accord. The Hyundai Sonata is an accommodating alternative in a plain package. The sporty Mazda6 has a supple ride.

SUVs AND MINIVANS
Honda CR-V 2006
Honda Pilot 2006
Toyota Sienna 2006

Standard ESC and curtain airbags, combined with acres of space, make the reliable CR-V a can't-miss prospect. For even more room, check out the eight-seat Pilot with its smooth V6 acceleration and carlike handling. Opt for the Sienna if you need the bountiful accommodations and flexibility of a minivan.

$10,000 to $15,000

SMALL CARS
Honda Fit 2011-13
Kia Soul 2011-13
Mazda3 2011-12

The Fit is a bit noisy, but excellent fuel economy and a flexible interior make it a standout among subcompacts. The boxy yet stylish Soul has tons of features for a small car and expansive cargo space, making it a smart choice for recent grads. The Mazda3 has everything most shoppers want in a small car: reliability, fuel efficiency, a fun-to-drive attitude, an interior that feels upscale for the price, and seats that won't leave your back and tailbone screaming.

SEDANS
Infiniti G 2006-08
Lincoln MKZ 2009-10

The G35 is Exhibit A in how to blend sporty handling with interior refinement. For less of a race-car feel, the MKZ has available AWD and a supple ride. Look for a 2010 model, which has a quieter, more luxurious interior.

SUVs
Acura MDX 2006
Toyota Highlander 2006-07

The MDX's quiet interior and responsive handling put an enjoyable spin on family-friendly vehicles, showing why it's the standard for three-row crossover SUVs. The rock-solid, reliable Highlander is slightly smaller, but for some, it's a handier size. It's available with a third-row seat, and the hybrid version delivers the fuel economy of a small SUV.

$15,000 to $20,000

SMALL CARS
Toyota Prius 2012-13
Hyundai Elantra 2014-15
Honda Civic 2013-14

The Prius has always proved that you don't have to give up space or ride comfort to get stellar gas mileage. And its standard electronic stability control is an added bonus. Lots of features for the money, a roomy backseat, and responsive handling make the Elantra a great deal. Go for a 2013 or newer Civic to get its much-needed upgrades in braking, suspension, and the interior.

SEDANS
Honda Accord 2011-12
Toyota Camry 2012-13
Lexus ES 2009-10

A cavernous backseat, Honda's typically responsive suspension and 25 mpg overall from the four-cylinder engine make the Accord a perennial winner. The Camry is also a no-brainer thanks to stellar reliability and ample space for five adults. The ES takes the Camry platform and adds luxury appointments, front seats worthy of a road trip, and a hushed cabin.

SUVs
Mazda CX-5 2013
Toyota RAV4 2010-11

Mazda's CX-5 has very good fuel economy, crisp handling, and a generous rear seat. The RAV4 is available with four- and six-cylinder engines, both of which are quite fuel-efficient. Nimble, secure handling is a plus.

$20,000 to $25,000

SEDANS
Ford Fusion 2014-15
Subaru Legacy 2014-15
Toyota Avalon 2012

With its composed ride and European-style handling, the Fusion is a reliable, roomy sedan. The spacious and refined Legacy offers a wide variety of advanced safety features. Choose the Avalon if you want a commodious, luxurious sedan without the upscale price.

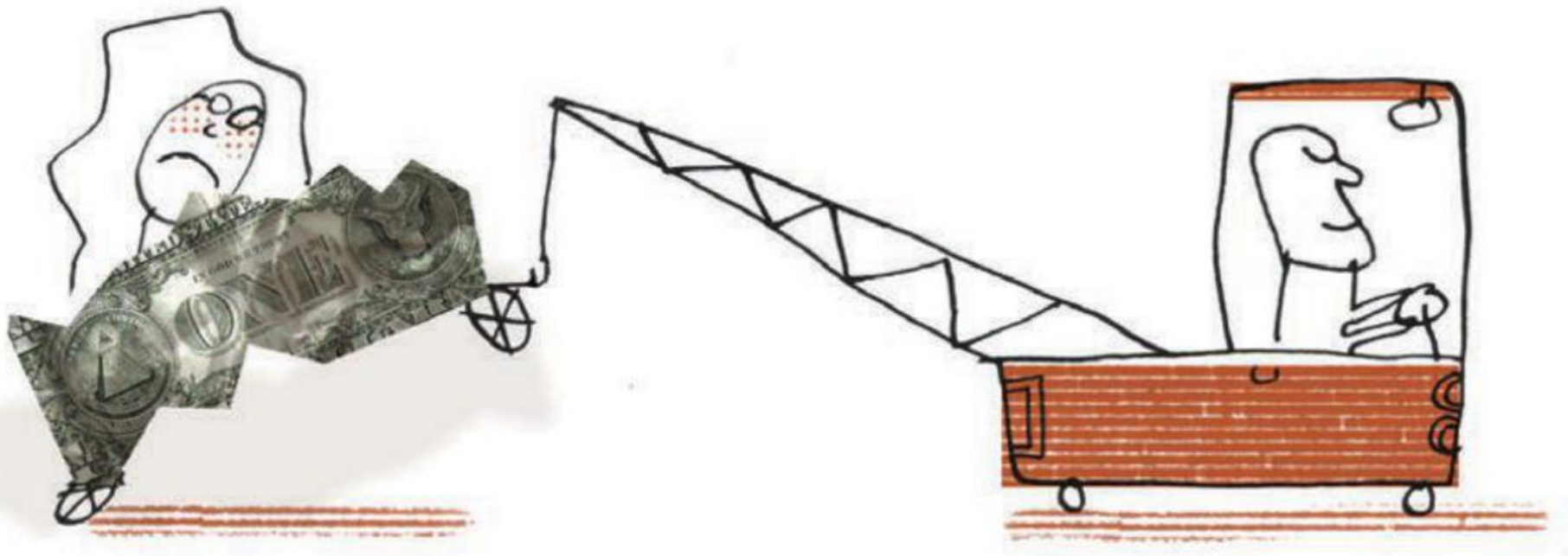
SUVs
Nissan Murano 2012-13
Subaru Forester 2012-13
Toyota Sequoia 2008

The Murano has long been one of our favorite SUVs, with secure handling and a rich interior. The Subaru Forester has standard AWD, plentiful rear-seat accommodations, great visibility, and a comfortable ride. If you need a reliable SUV with seating for eight and strong towing capability, the Sequoia is a good choice.

LUXURY
Mercedes-Benz E-Class 2009
Acura RDX 2011
Lexus RX 2010

The fun-to-drive and smooth-riding E-Class wraps its occupants in a first-class cabin. The Acura blends sporty handling and upscale accoutrements in a reliable small SUV package. The Lexus RX is the go-to upscale SUV for used-car buyers, with its bulletproof reliability, plush seats, and luxury ride. The hybrid version gets an impressive 26 mpg overall.

THE WORST OF THE WORST



These 2006-15 models have a record of below-average overall reliability. They're listed alphabetically by make and model. The true stinkers are shown in red; they're models with much-worse-than-average overall reliability based on multiple years of data. We recommend skipping all of them.

Acura

RLX '14
TLX '15

Audi

A4 '06-07, '09-11
A5 '10-11

BMW

1 Series '12
3 Series '06-09, '11
4 Series '15
5 Series '06-08, '10-12, '15
i3 '14
X3 '06-08, '11
X5 '11-14

Buick

Enclave '08-11
LaCrosse '06-08, '10-11
Lucerne '07, '09-11
Rainer '06
Regal '11
Rendezvous '06
Terraza '06

Cadillac

ATS '13-14
CTS '06, '08-10
DTS '06-07
Escalade '15
SRX '10-13
XTS '13

Chevrolet

Avalanche '07-08,'11
Camaro '13
Cobalt '07
Colorado '08, '15
Corvette '15
Cruze '11-13
Equinox '06-11
HHR '06, '10
Impala '06-08, '13
Malibu '06-08
Silverado 1500 '08-09, '14-15
Sonic '13
Suburban '08-09, '15
Tahoe '15
TrailBlazer '06
Traverse '09-11
Uplander '06

Chrysler

200 '12-13, '15
300 '13-14
Pacifica '07
PT Cruiser '06-08
Sebring '06
Town & Country '06-13

Dodge

Caliber '07
Caravan '06-07
Challenger '13-14
Charger '13
Dakota '06
Dart '13-14
Durango '11-12, '14
Grand Caravan '06-13
Journey '09, '12-14
Ram 1500 '09-10
Ram 2500 '06
Stratus '06

Fiat

500 '12-13, '15
500L '14

Ford

C-Max '13
Edge '12
Escape '06-08, '10, '13
Expedition '12
Explorer '06, '10-12
F-150 '11-12
F-250 '06, '08,'11, '13
F-350 '06, '08
Fiesta '11-14
Focus '12-14
Fusion '13
Mustang '12-13, '15
Taurus '10-11
Taurus X '06

GMC

Acadia '07-14
Canyon '08, '15
Envoy '06
Sierra 1500 '08-09, '14-15
Terrain '10-11
Yukon '15
Yukon XL '08-09, '15

Honda

Pilot '10, '15

Hyundai

Elantra '10-11
Genesis '10, '12
Genesis Coupe '13
Santa Fe '10, '15
Sonata '12
Veracruz '08, '11

Infiniti

Q50 '14
JX '13
QX60 '14

Jeep

Cherokee '14-15
Grand Cherokee '07, '10-14
Liberty '06
Patriot '08, '14
Wrangler '06-09, '12-13

Kia

Forte '12
Rio '13
Rondo '08
Sedona '06
Sorento '11

Lincoln

MKC '15
MKZ '13

Mazda

Mazda5 '06-08
Mazda6 '07
CX-7 '10
Tribute '06-08, '10

Mercedes-Benz

C-Class '12, '15
CLA '14
CLK '08
GL-Class '13-15
M-Class '07-10, '12
S-Class '14

Mercury

Mariner '06-08, '10
Mountaineer '06, '10

Mini

Cooper '06-12, '14
Countryman '11-12

Nissan

Altima '13-14
Frontier '06, '15
Juke '11-12
Leaf '13
Maxima '06-07
Pathfinder '13-14
Quest '12
Rogue '14
Sentra '13
Xterra '06

Pontiac

G5 '06, '08-09
Montana SV6 '06
Torrent '06-09

Porsche

911 '12
Cayman '14
Macan '15

Ram

1500 '13-14
2500 '14

Saab

9-3 '08

Saturn

Aura '09
Ion '07
Outlook '07-09
Vue '08

Smart

ForTwo '08-09

Subaru

Forester '06-07
Impreza '07-10
Legacy '06-08
Outback '06-08

Tesla

Model S '12-13, '15

Volkswagen

Beetle '14
CC '10, '12
Eos '08, '12
Golf '15
GTI '10-13
Jetta '06, '15
Passat '06-07, '10, '12
Tiguan '09-12

Volvo

S60 '07
V60 '15
XC60 '14

ILLUSTRATION BY SERGE BLOCH

2016 AUTO ISSUE

Spinning Your Wheels

Buying tires for your car, SUV, or truck is a serious decision. Our intensive testing does the research for you.

The right time to start shopping for tires may be sooner than you think. To check, put a quarter in the tread with George Washington's head facing down. If you can see space above his hair, the tread is worn down to 4/32 of an inch, meaning it's replacement time. Your tires have probably lost their wet-weather grip—compromising their handling and braking on slick or snowy roads.

When shopping, you shouldn't buy solely by brand reputation. Just as Nike sells running shoes of varying quality and durability at various prices, the same holds true for tire brands—even from big names like Michelin and Pirelli. Our tire experts put more than 150 models through a battery of tests—including braking, handling, hydroplaning resistance, winter traction, rolling resistance, and tread life. We also evaluate how long a tire wears by driving each set around the clock for up to 16,000 miles in desolate western Texas.

The models listed at right are the top performers of each type from our most recent tests. There's one consistent finding: Tires with the longest tread life, along with the best all-weather grip and handling, might cost a little more—but they're worth it over the long haul. High-performance tires, larger sizes, and certain brand names generally cost more.

LEARN

Check out buying advice and videos at **ConsumerReports.org/tires**, where paid online subscribers can also access more tire Ratings.

ALL-SEASON

Standard all-season tires are appropriate for most mainstream cars. They're designed to handle most weather conditions reasonably well, and provide a comfortable, quiet ride with secure handling and long tread life.

BEST OVERALL
Michelin Defender
Continental TrueContact

OTHER GOOD CHOICES
General Altimax RT43
Pirelli P4 Four Seasons
Goodyear Assurance TripleTred All-Season
Kumho Solus TA11
Cooper CSt Grand Touring

PERFORMANCE ALL-SEASON

A step up from all-season tires, these come on many new cars in H (130 mph) and V (149 mph) speed ratings. You would never drive that fast, but the higher the speed rating, the more emphasis has been placed on handling.

H- AND V-RATED
Continental PureContact
Pirelli Cinturato P7 All Season Plus
Michelin Premier A/S

OTHER GOOD CHOICES
General Altimax RT43
Goodyear Assurance Fuel Max (H-rated only)

ULTRA-HIGH PERFORMANCE (UHP)

These are designed to grip well in dry and wet conditions, and deliver responsive handling. But the trade-off is a stiff ride and a relatively short tread life. UHP summer models bring the ultimate in dry/wet grip but lack sufficient grip in cold weather; UHP all-season models offer modest snow traction.

UHP Summer

BEST OVERALL
Pirelli P Zero
Michelin Pilot Super Sport

OTHER GOOD CHOICES
Yokohama Advan Sport V105
Nokian zLine
Continental Extreme Contact DW
Goodyear Eagle F1 Asymmetric 2
Hankook Ventus V12 evo2
Vredestein Ultrac Vorti

UHP All-Season

BEST FOR ALL WEATHER CONDITIONS
Michelin Pilot Sport A/S 3
Goodyear Eagle F1 Asymmetric All Season

OTHER GOOD CHOICES
Hankook Ventus S1 Noble 2
BFGoodrich g-Force Super Sport A/S
Pirelli P Zero Nero All Season
Cooper Zeon RS3-A

TRUCK/SUV

These tires are designed for the rigors of pickup trucks and SUVs. All-season models are primarily for on-road use. They're usually quieter and handle better than all-terrain models. If you require additional grip in moderate off-road conditions, opt for an all-terrain model.

All-Season

BEST FOR ALL WEATHER CONDITIONS AND LONG TREAD LIFE
Michelin Latitude Tour
Michelin LTX M/S2
Goodyear Assurance CS TripleTred All-Season

GOOD CHOICES FOR MOST WEATHER CONDITIONS
Pirelli Scorpion Verde All Season Plus
Continental CrossContact LX20 EcoPlus
Cooper Discoverer SRX

All-Terrain

BEST FOR ALL WEATHER CONDITIONS AND LONG TREAD LIFE
Hankook Dynapro AT-M
Goodyear Wrangler All-Terrain Adventure with Kevlar
Michelin LTX A/T2
Cooper Discoverer A/TW

GOOD CHOICE FOR MOST WEATHER CONDITIONS
Falken WildPeak A/T01

TOP TREADS
(Top row, from left)
Hankook Dynapro AT-M
Michelin Defender
(Bottom row, from left)
Goodyear Eagle F1 Asymmetric All-Season
Pirelli P Zero
Continental PureContact

FUN IN THE SUN
The Subaru Outback has good reliability, according to our subscriber survey. See page 96.

RELIABILITY

Our reliability survey–the nation's largest–reveals when things can go wrong with the car you own and predicts how well a new car will hold up

How to Read the Reliability Charts

Used-Car Verdicts

This shows whether a model had more or fewer problems overall than the average vehicle of that year, calculated from the total number of problems reported by subscribers in all of the trouble spots listed below.

New-Car Prediction

This is our assessment of how a 2016 model is likely to hold up. It is calculated by tracking the average of a model's used-car reliability for the past three years, provided the vehicle didn't change significantly in that time. We might make a calculation based on one or two years' data if the model was redesigned in 2015 or 2014. If we lack data, we predict reliability for new cars by using their brand's recent history.

TROUBLE SPOTS	Average Problem Rates							
	'08	'09	'10	'11	'12	'13	'14	'15
Engine, Major	1	2	1	1	1	<1	<1	<1
Engine, Minor	2	2	1	1	1	1	<1	<1
Engine Cooling	1	1	1	1	<1	<1	<1	<1
Trans., Major	1	1	1	1	1	<1	<1	<1
Trans., Minor	2	1	1	1	1	1	1	<1
Drive System	2	2	1	1	1	1	1	<1
Fuel System	2	2	2	1	1	1	1	<1
Electrical	1	2	1	1	<1	<1	<1	<1
Climate System	3	2	2	2	1	1	1	<1
Suspension	5	4	3	2	1	1	1	<1
Brakes	3	3	3	2	2	1	1	<1
Paint/Trim	3	2	2	1	1	1	1	1
Noises/Leaks	4	3	3	2	3	2	2	1
Body Hardware	2	2	1	1	1	1	1	<1
Power Equipment	5	4	4	3	2	2	1	1
In-Car Electronics	3	3	2	2	2	3	2	2
USED-CAR VERDICTS								
New-Car Prediction								

Model Year

Years in **red** indicate when a model was redesigned or introduced.

A blank column means the model was not sold that year.

A column of asterisks (*) indicates models with insufficient data.

Average Problem Rates

Used Cars' Scores

These are based on the percentage of survey respondents who reported problems for each specific trouble spot, compared with the average model of that year. (See "Average Problem Rates," at left.)

Models that score a ● suffer a higher rate of problems than the average model; models with a ◉ had relatively few problems.

We do not assign a ● or a ◒ unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 percent or 1 percent, it will be assigned a ◓ or a ◉, respectively.

◉ ◓ ○ ◒ ●
Better ◄— Avg. —► Worse

TROUBLE SPOTS

ENGINE, MAJOR
Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain/belt.

ENGINE, MINOR
Oil leaks, accessory belts and pulleys, engine mounts, knock/ping.

ENGINE, COOLING
Cooling fan, leaks, water pump, radiator, thermostat, overheating.

TRANSMISSION, MAJOR
Transmission rebuild or replacement, torque converter, premature clutch replacement.

TRANSMISSION, MINOR
Gear selector or linkage, coolers and lines, rough shifting, slipping, leaks, computer, sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

DRIVE SYSTEM
Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, vibration, traction control, electronic stability control, electrical failure.

FUEL SYSTEM
Check engine light, sensors, emission control (includes EGR), computer, fuel cap, gauge/sender, injection system, pump, leaks, stalling or hesitation.

ELECTRICAL
Alternator, starter, hybrid/electric battery and related systems, regular battery, cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs/wires.

CLIMATE SYSTEM
Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

SUSPENSION
Shocks/struts, ball joints, tie rods, wheel bearings, alignment, steering linkage, power steering, wheel balance, springs or torsion bars, bushings, electronic or air suspension.

BRAKES
Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

PAINT/TRIM
Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

NOISES/LEAKS
Squeaks, rattles, seals/weather stripping, air/water leaks, wind noise.

BODY HARDWARE
Windows, locks/latches, tailgate/hatch/trunk, doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass.

POWER EQUIPMENT
Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, TPMS, interior/exterior light, horn, gauges, 12V power, remote start, alarm system.

IN-CAR ELECTRONICS
Audio/entertainment/navigation systems, backup camera/sensors, telematics.

Acura-Chevrolet

Acura ILX									Acura MDX									Acura RDX									TROUBLE SPOTS	Acura TL								Acura TLX								Acura TSX								
'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'16		'08	'09	'10	'11	'12	'13	'14	'15			'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	
					●	●	✶		●	●	●	●	●	●	●	●		●	✶	●	●	●	●	●	●		Engine, Major	●	●	●	●	●	●	●								●		●	●	●	●	●	●	✶		
					●	●	✶		◓	◓	●	●	●	●	●	●		●	✶	●	●	◓	●	●	●		Engine, Minor	◓	●	◓	●	●	●	●								●		●	●	●	●	●	●	✶		
					●	●	✶		●	●	●	●	●	●	●	●		●	✶	●	●	●	●	●	●		Engine Cooling	●	●	●	●	●	●	●								●		●	●	●	●	●	●	✶		
					●	●	✶		●	●	●	●	●	●	●	●		◓	✶	●	●	●	●	●	●		Trans., Major	●	●	●	◓	◓	●	●								●		●	●	●	●	●	●	✶		
					●	●	✶		○	●	●	●	●	●	●	●		○	✶	○	●	●	●	●	●		Trans., Minor	◓	●	●	◓	●	●	●								◒		●	●	●	●	●	●	✶		
					●	●	✶		●	●	●	●	●	●	●	●		●	✶	●	●	●	◓	●	●		Drive System	●	●	●	●	●	●	●								●		◓	●	●	●	●	●	✶		
					●	●	✶		◓	●	●	●	●	●	●	●		●	✶	●	●	●	●	●	●		Fuel System	◓	●	●	◓	●	●	●								●		◓	●	●	●	●	●	✶		
					●	●	✶		◓	●	●	●	●	●	●	●		●	✶	●	●	●	●	●	●		Electrical	◓	●	●	●	●	●	●								●		◓	●	●	●	●	●	✶		
					●	●	✶		○	◒	●	●	●	●	●	●		●	✶	○	○	○	●	●	●		Climate System	●	●	●	◓	●	●	◓								●		◓	◓	●	●	●	●	✶		
					●	●	✶		○	◒	◒	◓	◓	●	●	◓		○	✶	●	◓	◓	◒	○	●		Suspension	○	◓	◓	●	●	●	●								●		◓	◓	◓	◓	●	◓	✶		
					●	●	✶		◓	●	●	●	●	●	●	●		○	✶	●	◓	●	●	●	●		Brakes	◓	●	○	●	●	●	●								●		○	◒	●	◓	◓	◓	✶		
					◓	●	✶		○	◓	◓	●	●	●	◓	●		◓	✶	◒	○	○	●	●	●		Paint/Trim	●	◓	○	◓	●	●	●								●		○	●	◓	○	◓	○	✶		
					◓	◒	✶		○	◓	◓	●	●	◓	●	●		◓	✶	●	●	●	○	○	●		Noises/Leaks	●	◓	◓	○	◓	●	●								●		●	◓	◓	●	◓	◓	✶		
					●	●	✶		○	◓	◓	●	◓	○	◓	●		◓	✶	●	●	●	◓	●	●		Body Hardware	●	●	◓	●	◓	●	●								●		●	○	●	◓	●	◓	✶		
					◓	◓	✶		○	◓	◓	●	◓	◓	○	●		○	✶	●	◓	◓	○	◓	●		Power Equipment	◓	◓	○	○	◓	●	◓								●		◓	●	◓	○	◓	●	✶		
					◓	◓	✶		●	●	○	○	◓	○	◒	●		◓	✶	◓	○	◓	◓	◓	◓		In-Car Electronics	●	●	●	◓	◓	●	◓								○		◓	◓	◓	◓	◓	○	✶		
					●	◓	✶		○	◓	◓	●	●	●	○	◓		◓	✶	●	●	●	○	○	●		USED-CAR VERDICTS	●	●	◓	●	◓	●	●								●		●	◓	●	●	●	◓	✶		
Worse than average ◒									Better than average ◓									Better than average ◓									New-Car Prediction	Discontinued								Much worse than average ●								Discontinued								

Audi A4									Audi A5									Audi A6									TROUBLE SPOTS	Audi A7								Audi Q5								BMW 1 Series								
'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15			'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	
●	●	●	●	●	●	●	●		✶	✶	●	●	●	●	●	●		◓	✶	✶	✶	●	●	●	●		Engine, Major					●	●	●	✶		✶	◓	●	●	●	●	●	●	○	✶	●	●	●			
●	●	●	●	●	●	●	●		✶	✶	○	◒	●	●	●	●		◓	✶	✶	✶	◓	●	●	●		Engine, Minor					●	●	◓	✶		✶	●	◓	◓	●	●	●	◓	●	✶	○	◓	●			
○	●	◓	●	●	●	●	●		✶	✶	○	●	●	●	●	●		●	✶	✶	✶	◓	●	●	●		Engine Cooling					◒	●	●	✶		✶	◓	●	●	●	●	●	●	●	✶	◓	●	●			
●	●	◓	○	◓	●	●	●		✶	✶	◓	●	●	●	●	●		●	✶	✶	✶	●	●	●	●		Trans., Major					●	●	●	✶		✶	●	●	●	●	●	●	●	●	✶	◓	●	●			
◓	●	◓	◓	●	●	●	●		✶	✶	◓	●	●	●	●	●		◓	✶	✶	✶	●	●	●	●		Trans., Minor					●	●	●	✶		✶	●	●	●	●	●	●	●	●	✶	●	●	●			
○	◓	○	○	●	●	●	●		✶	✶	○	●	●	●	●	●		●	✶	✶	✶	●	●	●	●		Drive System					●	●	●	✶		✶	◓	●	●	●	●	●	◓	●	✶	◓	●	●			
◒	◒	○	○	◓	●	●	●		✶	✶	●	●	●	●	◓	●		◒	✶	✶	✶	●	●	●	●		Fuel System					◒	◓	●	✶		✶	○	◓	◓	●	●	●	◓	◓	✶	◓	●	●			
○	○	◓	◒	●	●	●	●		✶	✶	◓	●	●	●	●	●		●	✶	✶	✶	●	●	●	●		Electrical					●	●	●	✶		✶	●	●	●	●	●	●	●	●	✶	○	○	●			
●	○	◒	●	●	◓	●	●		✶	✶	●	●	●	●	●	●		◒	✶	✶	✶	●	○	●	●		Climate System					●	◓	◓	✶		✶	◓	●	●	●	●	●	◓	●	✶	●	◓	●			
●	◒	●	◓	●	◓	●	●		✶	✶	●	●	◓	●	●	●		●	✶	✶	✶	◓	●	●	●		Suspension					●	●	●	✶		✶	◓	●	●	●	●	●	◓	●	✶	◓	●	●			
◓	●	◓	◓	●	●	◓	●		✶	✶	●	●	●	●	◓	●		◒	✶	✶	✶	◓	●	◓	●		Brakes					◓	●	●	✶		✶	◓	◓	○	○	◓	●	●	●	✶	○	●	●			
◓	●	○	●	◓	●	●	●		✶	✶	●	●	●	●	●	●		●	✶	✶	✶	●	●	●	●		Paint/Trim					●	●	●	✶		✶	◓	●	◓	◓	●	●	●	●	✶	●	●	●			
◓	◓	○	◓	●	◓	●	●		✶	✶	●	◒	●	○	◓	◓		○	✶	✶	✶	◓	●	◓	●		Noises/Leaks					○	◓	◓	✶		✶	○	◓	●	●	◓	◓	◓	◒	✶	●	●	●			
◒	○	◓	●	●	●	●	●		✶	✶	●	◓	●	●	●	●		●	✶	✶	✶	◓	●	◓	●		Body Hardware					●	◓	◓	✶		✶	●	◓	◓	●	●	●	◓	◒	✶	●	●	●			
○	○	◓	◓	●	◓	●	●		✶	✶	◓	◓	●	●	◓	●		◒	✶	✶	✶	◓	●	●	●		Power Equipment					◓	○	●	✶		✶	◓	◓	◓	◓	●	●	◓	○	✶	●	○	●			
○	◒	●	◒	◓	◓	◓	●		✶	✶	◓	◒	●	○	◓	◓		●	✶	✶	✶	○	●	◓	●		In-Car Electronics					◒	●	○	✶		✶	○	○	◓	○	●	●	◓	○	✶	●	●	●			
○	●	●	●	◓	◓	◓	●		✶	✶	◒	●	●	●	◓	◓		◓	✶	✶	✶	○	◓	◓	●		USED-CAR VERDICTS					○	◓	◓	✶		✶	○	○	○	○	◓	◓	○	◓	✶	○	●	●			
Better than average ◓									Better than average ◓									Better than average ◓									New-Car Prediction	Better than average ◓								Better than average ◓								Discontinued								

BMW 3 Series									BMW 5 Series									BMW X1									TROUBLE SPOTS	BMW X3								BMW X5								Buick Enclave								
'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15			'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	
◒	○	●	○	●	●	●	●		●	◒	○	◒	○	●	●	●							●	●	●		Engine, Major	◒	✶	✶	●	●	●	●	●	✶	✶	✶	●	○	●	●	●	○	○	○	◓	●	●	●	●	
●	◒	◓	○	◓	●	●	●		●	●	●	●	○	◓	●	●							◓	●	●		Engine, Minor	●	✶	✶	◓	◓	○	●	●	✶	✶	✶	○	◒	◓	●	●	○	○	◓	◓	●	●	●	●	
◒	◓	●	◓	●	●	●	●		●	○	◒	○	◓	●	●	●							●	●	●		Engine Cooling	●	✶	✶	○	◓	●	●	●	✶	✶	✶	○	◓	◓	●	●	◒	○	◓	◓	●	●	●	●	
●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●							●	●	●		Trans., Major	●	✶	✶	●	●	●	●	●	✶	✶	✶	●	●	●	●	●	●	●	●	●	●	●	●	●	
◓	●	●	●	●	●	●	●		◒	●	●	◓	●	●	●	●							●	●	●		Trans., Minor	●	✶	✶	●	●	●	●	●	✶	✶	✶	●	●	●	●	●	●	○	○	●	●	●	●	●	
◓	◓	◓	●	●	●	●	●		●	●	◓	○	◓	●	●	●							●	●	●		Drive System	●	✶	✶	○	●	●	●	●	✶	✶	✶	◒	●	●	●	●	●	◒	◒	◒	●	●	●	●	
●	●	●	○	●	●	◓	●		◓	●	○	○	◓	●	◓	◓							●	●	●		Fuel System	◒	✶	✶	◓	◓	●	●	●	✶	✶	✶	●	●	◓	◓	●	◒	○	◓	◓	●	●	●	●	
●	●	○	○	○	●	●	●		●	◒	●	●	●	●	●	●							●	●	●		Electrical	●	✶	✶	○	●	●	●	●	✶	✶	✶	◓	◓	●	●	●	◓	●	◓	●	●	●	●	●	
○	○	○	◓	◓	◓	●	●		○	○	○	◓	◓	◓	●	●							●	●	●		Climate System	◒	✶	✶	◓	◓	●	●	●	✶	✶	✶	◓	●	◒	○	◓	●	●	●	●	○	●	◓	●	
◓	◓	◓	●	●	●	●	●		○	○	○	◓	◓	●	●	●							●	●	●		Suspension	○	✶	✶	◓	◓	●	●	●	✶	✶	✶	●	◓	●	◓	●	●	●	●	●	◓	◓	●	●	
○	◓	○	◓	●	◓	●	●		◓	◓	◓	◓	○	●	●	●							○	◒	◒		Brakes	◓	✶	✶	●	◓	●	●	●	✶	✶	✶	◓	◓	◓	●	●	○	◒	○	◒	○	●	◓	●	
◓	◓	●	●	◓	●	●	●		●	●	●	●	●	●	●	●							●	●	◒		Paint/Trim	●	✶	✶	◓	◓	●	●	●	✶	✶	✶	○	◓	●	◓	●	○	◒	◓	◓	●	●	●	●	
◒	○	◓	○	○	◓	◓	●		◒	●	○	◓	●	●	◓	○							○	◓	●		Noises/Leaks	○	✶	✶	●	◓	○	○	●	✶	✶	✶	○	○	◓	●	●	●	○	◓	○	○	◓	◓	●	
◓	◓	●	◓	◓	●	●	●		◓	◓	◓	◓	●	●	●	●							●	●	●		Body Hardware	●	✶	✶	◓	●	●	◓	◓	✶	✶	✶	●	●	●	◓	◓	○	◒	○	◓	●	●	●	●	
◒	○	◓	○	◓	◓	○	○		●	○	◒	○	◓	◓	○	○							●	◓	◓		Power Equipment	◒	✶	✶	●	◓	●	◓	◓	✶	✶	✶	◒	◒	◓	◓	◓	◓	○	◓	○	◓	◓	◓	◓	
◒	◓	○	○	○	◓	◓	◓		●	●	◒	○	◓	●	◓	◓							○	◓	◓		In-Car Electronics	◓	✶	✶	◒	◒	◒	◒	○	✶	✶	✶	●	●	◒	●	◓	◒	◒	●	◓	◓	●	○	◓	
●	◒	○	◒	○	○	○	○		●	○	●	●	◒	○	○	●							○	◓	○		USED-CAR VERDICTS	●	✶	✶	◒	○	○	○	◓	✶	✶	✶	●	●	◒	●	◓	○	◒	○	◒	○	●	◓	●	
Average ○									Worse than average ◒									Average ○									New-Car Prediction	Average ○								Worse than average ◒								Better than average ◓								

Better ◀ Avg. ▶ Worse

Buick Encore								
'08	'09	'10	'11	'12	'13	'14	'15
					●	●	●
					●	●	●
					●	●	●
					●	●	●
					◓	●	●
					●	●	●
					●	●	●
					●	◓	●
					◒	●	●
					○	◓	◓
					●	●	●
Much better than average ●							

Buick LaCrosse								
'08	'09	'10	'11	'12	'13	'14	'15
◓	✶	◓	●	●	●	●	●
◓	✶	◓	●	●	●	●	●
◓	✶	◒	○	●	●	●	●
○	✶	●	●	●	●	●	●
●	✶	●	◓	◓	●	●	●
●	✶	◒	●	◓	◓	●	●
◓	✶	●	◓	●	●	●	●
◒	✶	○	○	●	●	●	●
○	✶	◓	◓	●	●	●	●
◒	✶	○	◓	●	◓	●	●
◒	✶	◒	◓	●	◓	●	●
◓	✶	○	◓	●	◓	◓	●
●	✶	◓	●	◓	◓	◓	●
●	✶	●	●	●	◓	○	○
●	✶	●	●	◒	●	●	●
●	✶	●	●	○	○	○	◓
Average ○							

Buick Lucerne								
'08	'09	'10	'11	'12	'13	'14	'15
●	●	◓	●				
◒	●	○	●				
◓	●	○	●				
◓	◓	◓	○				
○	○	◒	○				
◓	○	◓	○				
○	●	◒	●				
◓	◓	●	◓				
◓	◓	●	●				
●	●	●	○				
●	◒	○	○				
●	◒	○	●				
◒	○	●	◓				
●	○	●	○				
○	◒	◒	◒				
Discontinued							

TROUBLE SPOTS
Engine, Major
Engine, Minor
Engine Cooling
Trans., Major
Trans., Minor
Drive System
Fuel System
Electrical
Climate System
Suspension
Brakes
Paint/Trim
Noises/Leaks
Body Hardware
Power Equipment
In-Car Electronics
USED-CAR VERDICTS
New-Car Prediction

Buick Regal								
'08	'09	'10	'11	'12	'13	'14	'15
			◓	●	●	●	✶
			◓	◓	●	●	✶
			●	●	●	●	✶
			●	●	●	●	✶
			◓	●	●	●	✶
			◓	●	◓	●	✶
			○	●	●	●	✶
			●	●	●	●	✶
			○	◓	●	●	✶
			◒	◒	◒	●	✶
			◓	○	◓	●	✶
			●	◓	◓	◓	✶
			◓	●	◓	●	✶
			●	○	●	○	✶
			◓	●	○	●	✶
			◒	◓	○	●	✶
Better than average ◓							

Buick Verano								
'08	'09	'10	'11	'12	'13	'14	'15
				●	●	●	✶
				●	●	●	✶
				●	●	●	✶
				●	●	●	✶
				●	●	●	✶
				●	●	●	✶
				●	●	◓	✶
				●	●	●	✶
				●	○	○	✶
				◒	○	○	✶
				●	◓	◓	✶
				●	◒	●	✶
				◓	○	○	✶
				●	◓	●	✶
				●	◒	●	✶
				◓	○	○	✶
Average ○							

Cadillac ATS								
'08	'09	'10	'11	'12	'13	'14	'15
					◒	●	✶
					●	◓	✶
					●	●	✶
					◓	●	✶
					◓	◓	✶
					●	●	✶
					◓	◓	✶
					◓	◓	✶
					●	○	✶
					●	●	✶
					◓	●	✶
					◓	●	✶
					●	◓	✶
					●	●	✶
					●	◒	✶
					●	◒	✶
Much worse than average ●							

Cadillac CTS								
'08	'09	'10	'11	'12	'13	'14	'15
◓	◒	●	◓	●	●	●	✶
○	●	●	●	◓	●	●	✶
◒	◓	◓	●	●	●	●	✶
●	●	○	●	●	●	●	✶
◓	◓	◓	●	◓	●	●	✶
●	●	◒	○	●	◓	●	✶
○	●	●	●	●	●	●	✶
●	●	●	●	●	●	●	✶
○	◒	◒	●	●	●	◓	✶
◓	◓	○	◒	●	◓	◓	◓
◓	●	○	●	◓	◓	◓	✶
◓	◓	◓	○	●	◓	◓	✶
◒	●	◒	○	○	○	○	✶
Average ○							

Cadillac SRX								
'08	'09	'10	'11	'12	'13	'14	'15
✶	✶	●	●	●	●	●	●
✶	✶	◓	●	●	◓	●	●
✶	✶	●	●	●	●	●	●
✶	✶	●	◓	●	●	●	●
✶	✶	○	○	●	◓	●	●
✶	✶	◒	●	◒	◓	◓	●
✶	✶	◒	●	●	●	●	●
✶	✶	●	●	◓	◓	◓	◓
✶	✶	●	●	◓	○	◓	◓
✶	✶	○	○	◓	●	●	◓
✶	✶	◓	◓	●	●	●	●
✶	✶	●	●	●	◓	◓	◓
✶	✶	●	●	○	●	●	●
✶	✶	●	●	◒	◒	○	○
Average ○							

Cadillac XTS								
'08	'09	'10	'11	'12	'13	'14	'15
					●	●	✶
					◓	●	✶
					●	●	✶
					●	●	✶
					●	●	✶
					◓	●	✶
					●	●	✶
					◓	●	✶
					○	●	✶
					●	●	✶
					●	○	✶
					●	●	✶
					●	○	✶
					●	●	✶
					●	○	✶
Worse than average ◒							

TROUBLE SPOTS
Engine, Major
Engine, Minor
Engine Cooling
Trans., Major
Trans., Minor
Drive System
Fuel System
Electrical
Climate System
Suspension
Brakes
Paint/Trim
Noises/Leaks
Body Hardware
Power Equipment
In-Car Electronics
USED-CAR VERDICTS
New-Car Prediction

Chevrolet Avalanche								
'08	'09	'10	'11	'12	'13	'14	'15
●	✶	✶	●	●	✶		
●	✶	✶	◒	●	✶		
◓	✶	✶	●	●	✶		
◓	✶	✶	●	●	✶		
○	✶	✶	●	●	✶		
◒	✶	✶	●	●	✶		
◓	✶	✶	◓	◓	✶		
●	✶	✶	○	◓	✶		
●	✶	✶	●	◓	✶		
○	✶	✶	●	◓	✶		
●	✶	✶	◓	◓	✶		
●	✶	✶	●	◓	✶		
◒	✶	✶	◓	○	✶		
●	✶	✶	●	◓	✶		
◒	✶	✶	○	◓	✶		
●	✶	✶	◒	◓	✶		
Discontinued							

Chevrolet Camaro								
'08	'09	'10	'11	'12	'13	'14	'15
		◓	●	●	○	●	✶
		●	●	○	●	●	✶
		●	●	●	○	●	✶
		●	●	●	●	●	✶
		●	●	●	◓	◓	✶
		○	●	●	●	●	✶
		●	●	◓	●	●	✶
		●	◒	◓	●	◓	✶
		◒	●	◓	●	●	✶
		●	●	●	●	●	✶
		◓	●	◓	◓	◓	✶
		○	●	●	◓	●	✶
		●	◓	◓	●	◓	✶
		◓	●	◓	◓	◓	✶
		◓	●	◓	◓	◓	✶
		●	◓	●	●	●	✶
Average ○							

Chevrolet Colorado								
'08	'09	'10	'11	'12	'13	'14	'15
○	✶	✶	✶	●			●
◒	✶	✶	✶	●			●
◓	✶	✶	✶	●			●
◓	✶	✶	✶	●			●
●	✶	✶	✶	●			○
●	✶	✶	✶	●			◓
●	✶	✶	✶	●			●
◓	✶	✶	✶	●			●
○	✶	✶	✶	●			○
◒	✶	✶	✶	●			●
●	✶	✶	✶	◓			●
◓	✶	✶	✶	●			●
◓	✶	✶	✶	●			●
◓	✶	✶	✶	●			●
◓	✶	✶	✶	●			●
Average ○							

Chevrolet Corvette								
'08	'09	'10	'11	'12	'13	'14	'15
●	●	✶	●	●	●	●	●
○	◓	✶	●	●	●	●	◒
●	●	✶	●	●	●	●	◒
●	●	✶	●	●	●	●	●
●	●	✶	●	●	●	●	●
●	●	✶	●	●	●	●	●
●	●	✶	●	●	●	●	●
●	●	✶	●	●	●	●	●
○	◓	◓	●	●	●	◓	✶
◓	◓	○	◓	●	◓	◓	◓
◓	●	○	◓	◓	◓	◓	✶
◓	◓	◓	○	○	◓	◓	✶
◓	●	○	●	◓	◓	◓	✶
◓	◓	○	●	◓	◓	◓	✶
○	◓	◓	●	●	●	◓	✶
○	◓	◓	●	●	●	○	✶
Much worse than average ●							

Chevrolet Cruze								
'08	'09	'10	'11	'12	'13	'14	'15
			○	◓	●	●	✶
			◒	○	◓	●	✶
			●	○	◓	●	✶
			◓	●	●	●	✶
			○	◓	◓	●	✶
			●	○	◓	●	✶
			◓	●	●	●	✶
			◒	○	●	○	✶
			◓	◓	●	●	✶
			◒	○	◓	●	✶
			●	◓	◓	●	✶
			●	○	◓	●	✶
			◓	◓	◓	●	✶
			◓	●	●	●	✶
			○	◓	●	●	✶
			●	○	◓	●	✶
Worse than average ◒							

Chevrolet Equinox								
'08	'09	'10	'11	'12	'13	'14	'15
○	◒	●	◒	●	●	●	●
●	○	●	◒	◓	●	●	●
●	●	◓	●	●	●	●	●
○	◓	◓	●	●	●	●	●
◓	●	○	◓	●	●	●	●
◒	●	◒	●	●	●	●	●
◓	◓	●	◒	●	◓	●	●
◓	●	○	◓	●	●	●	●
●	○	●	○	●	●	●	●
○	◓	◓	◓	●	◓	◓	●
◓	◓	◓	◓	◓	●	◓	●
◓	◓	◓	◓	◓	●	◓	●
◓	◓	◓	◓	◓	●	◓	●
○	○	●	○	○	○	○	◓
●	●	●	●	◓	●	◓	●
Better than average ◓							

TROUBLE SPOTS
Engine, Major
Engine, Minor
Engine Cooling
Trans., Major
Trans., Minor
Drive System
Fuel System
Electrical
Climate System
Suspension
Brakes
Paint/Trim
Noises/Leaks
Body Hardware
Power Equipment
In-Car Electronics
USED-CAR VERDICTS
New-Car Prediction

Chevrolet HHR								
'08	'09	'10	'11	'12	'13	'14	'15
●	●	●	●				
●	●	●	●				
◓	●	●	●				
●	●	●	●				
●	●	●	○				
●	◒	◒	◓				
○	◓	○	◓				
◓	○	●	●				
○	●	◓	●				
●	●	●	◒				
●	◒	◒	◓				
●	◒	◒	◓				
○	◓	◓	●				
●	◒	◓	○				
●	◒	●	◒				
●	●	○	◓				
Discontinued							

Chevrolet Impala								
'08	'09	'10	'11	'12	'13	'14	'15
◓	◓	●	◓	●	●	●	●
●	◓	◓	◒	◓	●	●	●
◓	◓	●	●	●	●	●	●
◓	●	●	◓	●	●	●	●
●	◓	◓	◓	◓	◓	●	●
◓	◒	○	◓	●	◓	●	●
●	○	◒	◓	◓	○	●	●
○	●	◓	●	●	●	●	●
●	○	○	◓	◓	●	◓	●
◓	◒	○	●	◓	◓	◓	●
◒	◒	○	●	◓	◓	◓	●
◓	◓	◓	○	◓	◓	●	●
◓	◒	◓	◓	●	●	●	◓
◒	◓	◓	◓	●	●	●	●
○	◒	○	◓	◓	◓	○	◒
◒	○	○	○	○	◒	○	○
Average ○							

Chevrolet Malibu								
'08	'09	'10	'11	'12	'13	'14	'15
●	●	●	●	●	●	●	●
●	◓	◓	●	●	●	●	●
◓	◓	●	●	●	●	●	●
◓	◓	●	●	●	●	●	●
◓	◓	●	●	●	●	●	●
◓	◓	●	●	●	●	●	●
◓	◓	●	●	●	●	●	●
◓	◓	●	●	●	●	●	●
○	◓	○	●	◓	○	●	◓
◒	◒	◓	◓	◓	●	●	●
●	●	●	◓	○	●	●	●
◓	◓	◓	◓	◓	●	●	●
●	◓	◓	◓	◓	●	●	●
◓	◓	◓	◓	◓	●	●	●
◓	◓	◓	◓	◓	●	●	●
◓	◓	◓	◓	◓	●	●	●
Average ○							

Chevrolet-GMC

Chevrolet Silverado 1500								Chevrolet Sonic								Chevrolet Suburban								TROUBLE SPOTS	Chevrolet Tahoe								Chevrolet Traverse								Chevrolet Volt							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
◓	◒	○	◉	◉	◉	◉	◉					◉	◉	◉	✶	●	●	◓	◉	◉	◉	◉	◉	Engine, Major	◉	◓	◉	◉	◉	◉	◉	◉	●	●	◉	◉	◉	◉	◉				✶	◉	◉	◉	◉
○	◒	◒	◉	◉	◉	◉	◉					◉	○	◉	✶	●	●	◓	◉	◉	◉	◉	○	Engine, Minor	◒	◓	◓	◉	◉	◉	◉	◉	◒	◒	◓	◉	◓	◉	◉				✶	◉	◉	◉	◉
◉	◓	◉	◉	◉	◉	◉	◉					◉	◉	◉	✶	◉	◓	◉	◉	◉	◉	◉	◉	Engine Cooling	◉	◉	◉	◉	◉	◉	◉	◉	○	●	◓	◉	◉	◉	◉				✶	◉	◉	◉	◉
◉	◓	◉	◉	◉	◉	◉	◉					◓	◉	◉	✶	◉	◓	◉	◉	◉	◉	◉	◉	Trans., Major	◉	◓	◉	◓	◉	◉	◉	◉	◒	◓	◉	◉	◉	◉	◉				✶	◉	◉	◉	◉
◓	◓	○	◉	◉	◉	◓	◓					◉	◓	◉	✶	◓	◉	○	◉	◉	◉	◉	◓	Trans., Minor	◓	◉	◓	◓	◉	◉	◉	◉	◒	●	◉	◉	◉	◉	◉				✶	◉	◉	◉	◉
◒	○	○	◓	◉	◓	◓	◓					◉	◓	◉	✶	◒	◒	◉	◓	◉	◉	◉	○	Drive System	○	◓	◉	◓	◉	◓	◉	◉	●	●	◒	◉	◉	◓	◉				✶	○	◓	◉	◉
●	●	○	◉	◉	◉	◉	◉					◓	◉	◉	✶	○	◓	○	◓	◉	◉	◉	◉	Fuel System	●	○	◉	◉	◉	◉	◉	◉	○	◉	◉	◓	◉	◉	◉				✶	◉	◉	◉	◉
◓	◉	◓	◉	◉	◉	◉	◉					◉	◉	◉	✶	◓	◒	◉	◉	◉	◉	◉	◉	Electrical	◉	◉	◉	◉	◉	◉	◉	◉	●	◓	◉	◉	◉	◉	◉				✶	◉	◉	◉	◉
◉	○	◉	◉	◉	◉	◓	◉					◓	◉	◉	✶	○	◓	○	◓	◉	◉	◉	◉	Climate System	◓	●	◉	◓	◉	◉	◉	◓	●	●	●	○	○	◉	◉				✶	◉	○	◓	◉
○	○	◓	◓	◓	◉	◉	◉					◓	○	◉	✶	○	◓	◓	○	◒	◉	◉	◉	Suspension	◓	◓	◒	◓	◓	◉	◉	◓	●	●	●	○	◓	◉	◉				✶	◓	◉	◉	◉
◒	○	◉	◉	◉	◉	◉	◉					◉	◓	◉	✶	●	◓	◉	◉	◉	◉	◉	◉	Brakes	◓	◓	◓	◓	◓	◉	◉	◉	◒	◒	◒	○	◉	◉	◉				✶	◉	◉	◉	◉
●	◓	◒	◓	◓	◓	◉	◓					◓	◓	◉	✶	●	●	◓	◉	○	◓	◉	◓	Paint/Trim	●	●	◓	◓	◓	◓	◉	◓	◉	○	◉	◉	◉	◓	◉				✶	◉	◉	◉	◓
○	◓	◓	◓	○	○	○	◓					○	◒	○	✶	○	◉	◓	◉	◓	◉	○	○	Noises/Leaks	◒	◒	◒	○	◓	○	●	○	○	○	◒	○	◉	○	◓				✶	◉	◉	◓	◒
○	◓	◓	◓	◓	◉	◓	◉					◒	○	○	✶	●	◒	○	◉	○	◓	◉	◉	Body Hardware	●	◒	○	○	◉	○	◉	◓	○	○	◓	◓	◉	◓	◉				✶	◓	◓	◉	◉
●	○	◓	◉	◓	◉	◓	◉					◉	◉	◉	✶	●	●	◉	◓	◒	○	◉	◒	Power Equipment	●	○	○	○	◓	◉	◉	◒	◒	◒	○	●	◓	◓	◉				✶	○	◓	◓	◉
●	○	◓	◓	◓	◉	○	○					◓	◓	◓	✶	◒	◓	◒	○	◉	◓	○	●	In-Car Electronics	●	◓	◉	○	◉	◉	◉	○	○	●	◓	○	◒	◓	◉				✶	○	○	○	●
◒	◒	○	◓	○	◓	◒	●					○	◒	◉	✶	●	●	◓	◓	○	◓	◓	●	USED-CAR VERDICTS	○	○	◓	○	◉	◓	◉	●	●	●	●	○	○	○	◉				✶	○	○	○	○
Much worse than average ●								Average ○								Much worse than average ●								New-Car Prediction	Much worse than average ●								Better than average ◓								Average ○							

Chrysler 300								Chrysler Sebring, 200								Chrysler Town & Country								TROUBLE SPOTS	Dodge Challenger								Dodge Charger								Dodge Dart							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
◉	✶	✶	◓	◓	◉	◉	✶	◉	✶	✶	○	○	◉	✶	◉	◉	◉	◉	○	◓	◉	◉	◉	Engine, Major	✶	✶	✶	✶	✶	◉	◒	◉	✶	✶	✶	✶	◉	◉	◉	✶								✶
◉	✶	✶	◉	◉	◉	◉	✶	○	✶	✶	◉	◓	○	✶	◉	○	○	◉	◓	◓	◉	◉	◉	Engine, Minor	✶	✶	✶	✶	✶	◉	●	◉	✶	✶	✶	✶	◉	◓	◉	✶							○	✶
◉	✶	✶	◉	◉	◓	◉	✶	◉	✶	✶	◉	◉	◓	✶	◉	○	◓	◉	◉	◉	◉	◉	◉	Engine Cooling	✶	✶	✶	✶	✶	○	◉	◉	✶	✶	✶	✶	◉	○	◉	✶							◉	✶
◉	✶	✶	◉	◉	○	◉	✶	◒	✶	✶	◉	◓	◉	✶	◉	◓	◉	◓	◉	◓	◉	◉	◉	Trans., Major	✶	✶	✶	✶	✶	◒	●	◉	✶	✶	✶	✶	◉	◓	◉	✶							○	✶
◉	✶	✶	◉	◉	○	◒	✶	○	✶	✶	○	◓	◉	✶	◒	◓	◉	○	◒	●	○	◓	◉	Trans., Minor	✶	✶	✶	✶	✶	◒	◉	◉	✶	✶	✶	✶	◉	◓	◓	✶							●	○	✶
○	✶	✶	◒	◉	◉	○	✶	○	✶	✶	◉	◓	◓	✶	◓	◒	◓	○	◓	◓	◉	◉	◉	Drive System	✶	✶	✶	✶	✶	◒	◉	◉	✶	✶	✶	✶	◉	◉	◉	✶							◓	◉	✶
◉	✶	✶	◉	◉	◓	◉	✶	◉	✶	✶	◉	◓	◓	✶	◉	○	◓	◉	◉	◉	◉	◉	◉	Fuel System	✶	✶	✶	✶	✶	◉	◉	◉	✶	✶	✶	✶	◉	◓	◉	✶							◉	◓	✶
○	✶	✶	○	◉	◓	◉	✶	◉	✶	✶	◉	◓	◉	✶	◉	◒	◓	◓	◉	◉	◉	◉	◉	Electrical	✶	✶	✶	✶	✶	◉	◉	◉	✶	✶	✶	✶	◓	◉	◉	✶							◓	◉	✶
◒	✶	✶	◉	◉	◒	◒	✶	◓	✶	✶	◉	◒	◉	✶	◉	●	●	●	◒	○	◓	◓	◉	Climate System	✶	✶	✶	✶	✶	◒	◉	◉	✶	✶	✶	✶	○	◓	○	✶							○	◉	✶
◒	✶	✶	◒	○	◉	◉	✶	◉	✶	✶	◓	○	◓	✶	◉	◓	○	○	◉	◓	◉	◉	◉	Suspension	✶	✶	✶	✶	✶	◓	◓	◉	✶	✶	✶	✶	◉	◓	◉	✶							◓	◉	✶
○	✶	✶	◉	◉	◓	◉	✶	◓	✶	✶	◓	◒	○	✶	◉	●	●	●	●	●	○	◉	◉	Brakes	✶	✶	✶	✶	✶	◉	◉	◉	✶	✶	✶	✶	◓	○	◉	✶							◉	◉	✶
◉	✶	✶	◉	◉	◉	◉	✶	◉	✶	✶	○	◒	◉	✶	◉	○	◒	◓	◓	◓	◉	◉	◉	Paint/Trim	✶	✶	✶	✶	✶	◉	◓	◓	✶	✶	✶	✶	◉	◉	◉	✶							◉	◓	✶
○	✶	✶	○	○	○	◓	✶	○	✶	✶	◓	●	●	✶	◉	●	◒	◒	●	●	◓	○	◉	Noises/Leaks	✶	✶	✶	✶	✶	●	◉	◉	✶	✶	✶	✶	◓	●	◉	✶							◓	○	✶
◉	✶	✶	◉	◉	◉	◓	✶	○	✶	✶	◉	◉	◉	✶	◉	○	◓	◓	○	◓	◓	◉	◉	Body Hardware	✶	✶	✶	✶	✶	◓	◉	◓	✶	✶	✶	✶	◓	◓	◉	✶							◉	◉	✶
○	✶	✶	●	◓	◒	○	✶	◒	✶	✶	○	◒	○	✶	◉	◒	○	◒	●	●	●	○	◉	Power Equipment	✶	✶	✶	✶	✶	◉	●	◉	✶	✶	✶	✶	●	●	◉	✶							●	○	✶
○	✶	✶	●	●	●	●	✶	◓	✶	✶	◒	◉	◓	✶	◉	○	◒	○	●	◓	○	○	◉	In-Car Electronics	✶	✶	✶	✶	✶	●	◉	◉	✶	✶	✶	✶	●	●	○	✶							●	●	✶
◓	✶	✶	○	○	●	●	✶	○	✶	✶	○	●	◒	✶	●	●	◒	●	●	●	●	○	◉	USED-CAR VERDICTS	✶	✶	✶	✶	✶	●	●	◉	✶	✶	✶	✶	○	●	○	✶							●	◒	✶
Much worse than average ●								Much worse than average ●								Average ○								New-Car Prediction	Much worse than average ●								Much worse than average ●								Much worse than average ●							

Dodge Durango								Dodge Grand Caravan								Dodge Journey								TROUBLE SPOTS	Fiat 500								Fiat 500L								Ford C-Max							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
✶	✶		◓	◉	◉	◉	◉	◉	◉	◉	○	◓	◉	◉	◉		◓	✶	✶	◉	◉	◉	✶	Engine, Major					◉	◉	◉	◉							◓	✶					◉	◉	✶
✶	✶		●	◉	◉	◓	◉	○	○	◉	◓	◓	◉	◉	◉		●	✶	✶	◉	◉	◉	✶	Engine, Minor					○	○	◉	◉							◓	✶					◉	◉	✶
✶	✶		○	◉	◉	◉	◉	○	◓	◉	◉	◉	◉	◉	◉		◓	✶	✶	◉	◉	◉	✶	Engine Cooling					◉	◉	◉	◉							◉	✶					◉	◉	✶
✶	✶		◉	◉	◉	◉	◉	◓	◉	◓	◉	◓	◉	◉	◉		○	✶	✶	◉	◉	◉	✶	Trans., Major					◓	◓	◉	◉							◒	✶					◉	◉	✶
✶	✶		◓	◓	◓	◉	◉	◓	◓	○	◒	●	○	◉	◉		◒	✶	✶	◉	◉	◉	✶	Trans., Minor					◉	○	◉	◉							●	✶					◉	◉	✶
✶	✶		◓	◒	◉	◉	◉	◉	◉	○	◓	◒	◉	◉	◉		●	✶	✶	◉	◉	◉	✶	Drive System					◓	◒	◉	◉							◓	✶					◉	◉	✶
✶	✶		●	◓	◉	◉	◉	○	◓	◓	◉	◉	◉	◉	◉		◉	✶	✶	◉	◉	◉	✶	Fuel System					◉	◓	◉	◉							◉	✶					◉	◉	✶
✶	✶		◓	◒	◉	◉	◉	◓	◓	◓	◉	◓	◉	◉	◉		○	✶	✶	◉	◉	◉	✶	Electrical					◓	◓	◉	◉							◓	✶					◉	◉	✶
✶	✶		◓	◓	◉	◓	◉	●	●	●	◒	○	◓	◓	◉		◓	✶	✶	◉	◉	◉	✶	Climate System					○	◉	◉	◉							○	✶					◉	◉	✶
✶	✶		○	○	◉	◉	◉	◓	○	○	◉	◓	◉	◉	◉		◒	✶	✶	○	◉	○	✶	Suspension					○	●	◉	◓							◒	✶					◉	◉	✶
✶	✶		◒	◓	◓	◉	◉	●	●	●	●	●	○	◉	◉		●	✶	✶	◉	◉	○	✶	Brakes					◉	◉	◉	◉							◓	✶					◉	◉	✶
✶	✶		◉	◉	◉	◉	◉	○	◒	◓	◓	◓	◉	◉	◉		◒	✶	✶	◉	◉	◒	✶	Paint/Trim					●	◓	◓	○							◉	✶					◉	◉	✶
✶	✶		◒	◒	○	◓	◉	●	◒	◒	●	◓	◉	◉	◉		●	✶	✶	●	◉	○	✶	Noises/Leaks					○	●	◉	◓							◓	✶					○	○	✶
✶	✶		◉	◉	◓	◓	◉	○	◓	◓	○	◓	◓	◉	◉		○	✶	✶	◉	◉	◓	✶	Body Hardware					●	◓	◉	◓							◉	✶					◉	◉	✶
✶	✶		●	●	◒	◉	◓	◒	●	●	●	◓	◉	◉	◉		◒	✶	✶	●	◒	◒	✶	Power Equipment					●	◒	◒	◉							●	✶					●	○	✶
✶	✶		◉	◉	◓	◉	◉	○	◒	◓	◓	◉	◉	◉	◉		○	✶	✶	◉	◉	◒	✶	In-Car Electronics					○	○	●	◓							●	✶					●	◒	✶
✶	✶		●	●	○	◒	○	●	◒	●	●	●	●	○	◉		●	✶	✶	●	◒	●	✶	USED-CAR VERDICTS					●	●	○	●							●	✶					◒	○	✶
Average ○								Average ○								Much worse than average ●								New-Car Prediction	Much worse than average ●								Much worse than average ●								Average ○							

Better ◀ Avg. ▶ Worse

Ford Edge									Ford Escape								Ford Expedition								TROUBLE SPOTS	Ford Explorer								Ford F-150								Ford Fiesta							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
●	●	●	●	●	●	●	★	●	●	●	●	●	◒	●	●	●	★	●	●	●	●	●	●	Engine, Major	●	★	●	●	●	●	●	●	◒	●	●	◒	◒	●	●	●				●	●	●	●	★
●	●	●	●	◒	●	●	★	◒	◒	○	●	●	◒	●	●	◒	★	◒	●	●	●	●	●	Engine, Minor	●	★	○	◒	●	●	●	●	◒	◒	●	●	◒	●	●	●				◒	◒	○	●	★
◒	●	●	●	●	●	●	★	●	●	●	●	●	◒	●	●	●	★	●	●	●	●	●	●	Engine Cooling	○	★	●	●	●	●	●	●	●	●	●	●	●	●	●	●				●	●	●	●	★
○	●	●	●	●	●	●	★	◒	○	◒	●	●	●	●	●	●	★	●	●	●	●	●	●	Trans., Major	○	★	◒	●	●	●	●	●	○	●	●	●	●	●	●	●				●	●	●	●	★
●	◒	◒	◒	◒	●	●	★	○	●	◒	○	◒	◒	●	●	◒	★	◒	●	●	●	●	●	Trans., Minor	●	★	○	○	○	●	●	●	◒	●	●	◒	◒	●	●	●				●	●	●	●	★
●	◒	●	●	◒	●	●	★	◒	◒	○	◒	●	◒	●	●	○	★	◒	●	●	●	●	●	Drive System	●	★	●	○	◒	●	●	●	○	◒	○	○	○	◒	●	●				○	●	◒	○	★
◒	◒	●	●	◒	●	●	★	◒	○	◒	●	●	●	●	●	●	★	◒	●	◒	●	●	●	Fuel System	●	★	◒	●	●	◒	●	●	◒	◒	●	●	●	●	●	●				○	●	●	◒	★
●	●	●	●	●	●	●	★	●	◒	●	●	●	●	●	●	●	★	●	●	●	●	●	●	Electrical	●	★	●	●	●	●	●	●	◒	●	●	●	●	●	●	●				●	●	●	●	★
●	◒	◒	◒	◒	◒	●	★	○	◒	●	◒	◒	◒	●	●	○	★	●	◒	●	●	●	●	Climate System	○	★	●	●	◒	◒	●	●	◒	●	●	◒	◒	●	●	●				○	○	●	◒	★
◒	◒	◒	○	○	◒	●	★	◒	◒	◒	○	◒	●	●	●	◒	★	○	●	◒	●	●	●	Suspension	◒	★	◒	◒	◒	●	●	●	○	○	○	○	●	●	●	●				○	●	◒	●	★
●	●	○	○	●	◒	●	★	◒	◒	◒	◒	◒	●	●	●	●	★	◒	◒	○	◒	●	●	Brakes	◒	★	○	◒	○	◒	●	●	●	◒	○	◒	◒	●	●	●				○	◒	●	●	★
○	◒	◒	●	●	●	●	★	●	●	◒	○	◒	●	◒	●	●	★	●	◒	●	●	●	●	Paint/Trim	●	★	◒	●	◒	○	◒	◒	○	◒	○	◒	◒	●	◒	●				◒	○	◒	●	★
○	◒	◒	◒	○	◒	●	★	○	◒	◒	◒	◒	○	◒	●	◒	★	○	◒	○	◒	◒	●	Noises/Leaks	○	★	○	●	◒	◒	○	◒	◒	◒	○	◒	◒	◒	◒	●				○	◒	●	◒	★
◒	●	◒	◒	●	●	●	★	◒	○	○	◒	●	◒	●	●	◒	★	◒	●	◒	●	●	●	Body Hardware	●	★	●	○	◒	◒	●	●	◒	◒	◒	◒	◒	●	●	●				○	◒	●	●	★
●	○	◒	○	◒	○	●	★	◒	◒	○	◒	◒	◒	●	●	○	★	○	○	◒	◒	●	●	Power Equipment	○	★	○	○	◒	◒	◒	●	◒	◒	◒	○	◒	◒	●	●				◒	●	○	◒	★
◒	●	◒	●	◒	◒	◒	★	◒	●	◒	◒	○	●	◒	◒	●	★	○	●	●	◒	●	○	In-Car Electronics	●	★	○	●	●	◒	●	◒	◒	●	◒	◒	○	◒	●	◒				○	○	○	◒	★
○	●	◒	◒	◒	○	●	★	◒	○	◒	○	○	●	○	◒	○	★	○	○	◒	○	○	●	USED-CAR VERDICTS	○	★	◒	●	◒	○	○	◒	○	○	○	◒	◒	○	○	◒				●	●	●	●	★
Average ○								Worse than average ◒								Much better than average ●								New-Car Prediction	Average ○								Better than average ◒								Much worse than average ●							

Ford Flex									Ford Focus								Ford Fusion								TROUBLE SPOTS	Ford Mustang								Ford Ranger								Ford Taurus							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
	●	●	●	●	●	●	★	●	●	●	●	●	●	●	◒	●	●	●	●	●	●	●	●	Engine, Major	●	●	●	●	●	●	●	●	●	●	●	●					●	●	◒	●	●	●	●	★
	●	●	●	●	●	●	★	◒	◒	●	●	◒	●	●	◒	◒	◒	●	●	◒	●	●	◒	Engine, Minor	●	○	●	●	●	●	●	●	●	◒	◒	●					●	●	●	●	●	●	●	★
	◒	●	●	●	●	●	★	○	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Engine Cooling	●	○	●	●	●	●	●	●	●	●	○	●					●	●	●	●	●	●	●	★
	●	●	●	●	●	●	★	●	◒	●	○	●	●	●	●	●	●	◒	●	●	●	●	●	Trans., Major	◒	●	●	●	●	●	●	●	●	●	●	●					●	●	●	●	●	●	●	★
	○	●	○	●	●	●	★	●	●	◒	●	◒	●	●	●	●	●	○	◒	●	●	●	●	Trans., Minor	●	●	●	◒	○	◒	●	●	◒	●	●	●					●	○	◒	●	●	●	●	★
	○	◒	●	●	●	◒	★	●	◒	◒	●	◒	○	●	●	◒	●	◒	●	●	●	●	●	Drive System	●	○	●	◒	◒	◒	◒	◒	●	◒	●	◒					◒	●	○	◒	●	●	●	★
	○	●	●	◒	●	◒	★	●	●	●	●	●	●	●	●	◒	●	◒	●	◒	◒	◒	◒	Fuel System	●	●	◒	●	●	◒	●	●	○	◒	●	●					●	●	●	◒	●	○	●	★
	●	●	●	●	●	●	★	◒	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Electrical	●	●	●	●	●	●	●	●	◒	◒	○	●					●	●	●	●	●	●	●	★
	◒	●	●	◒	●	●	★	◒	◒	○	●	●	●	●	●	◒	●	●	◒	●	●	●	●	Climate System	◒	○	◒	●	○	◒	●	●	●	●	●	◒					●	●	●	◒	●	◒	●	★
	○	◒	●	●	●	●	★	○	○	●	◒	●	●	●	●	◒	◒	●	◒	◒	◒	◒	◒	Suspension	●	○	○	◒	◒	○	●	●	◒	●	●	◒					◒	○	◒	◒	◒	●	◒	★
	●	●	●	○	●	◒	★	○	◒	○	●	◒	●	◒	◒	●	◒	◒	●	◒	◒	◒	◒	Brakes	○	●	○	●	◒	●	●	●	◒	●	◒	●					○	◒	●	●	◒	◒	●	★
	●	●	●	●	○	●	★	○	◒	●	●	●	○	●	●	◒	●	●	◒	●	○	●	●	Paint/Trim	○	●	●	●	◒	◒	◒	●	○	◒	○	●					○	●	◒	○	●	◒	◒	★
	◒	○	●	○	◒	●	★	◒	●	◒	○	◒	◒	◒	◒	◒	●	●	◒	◒	◒	◒	◒	Noises/Leaks	●	●	◒	◒	○	◒	○	○	◒	◒	○	●					◒	◒	◒	○	●	◒	◒	★
	◒	◒	●	●	○	●	★	○	◒	●	●	●	●	●	◒	○	◒	●	○	◒	◒	◒	◒	Body Hardware	●	◒	○	○	●	◒	◒	◒	●	◒	◒	○					●	◒	◒	○	○	○	●	★
	●	◒	●	○	●	●	★	◒	◒	◒	●	◒	○	●	●	●	●	○	◒	◒	◒	◒	●	Power Equipment	●	◒	●	○	◒	◒	◒	●	◒	○	◒	◒					◒	●	○	◒	◒	◒	○	★
	◒	○	◒	●	○	◒	★	●	◒	◒	◒	○	◒	◒	◒	◒	●	○	◒	●	◒	◒	◒	In-Car Electronics	●	○	◒	◒	●	◒	◒	●	●	●	●	●					◒	○	○	●	○	●	◒	★
	○	○	○	●	○	◒	★	◒	◒	◒	○	●	●	●	○	◒	●	○	○	◒	◒	●	○	USED-CAR VERDICTS	●	○	◒	○	◒	●	○	●	◒	●	○	◒					○	●	◒	◒	○	○	○	★
Average ○								Much worse than average ●								Average ○								New-Car Prediction	Much worse than average ●								Discontinued								Average ○							

GMC Acadia									GMC Canyon								GMC Sierra 1500								TROUBLE SPOTS	GMC Terrain								GMC Yukon								GMC Yukon XL							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
●	●	◒	◒	●	●	●	●	○	★	★	★	●			●	◒	◒	○	●	●	●	●	●	Engine, Major			●	◒	●	●	●	●	●	◒	●	●	●	●	●	●	●	●	●	◒	●	●	●	●	●	●
◒	●	○	○	◒	◒	●	●	◒	★	★	★	●			●	○	◒	◒	●	●	●	◒	●	Engine, Minor			●	◒	◒	●	●	●	●	◒	◒	●	●	●	●	●	●	●	◒	●	●	●	●	●	○
○	●	◒	○	●	●	●	●	◒	★	★	★	●			●	◒	◒	◒	●	●	●	●	●	Engine Cooling			◒	●	●	●	●	●	●	●	●	●	●	●	●	●	●	◒	●	●	●	●	●	●
●	◒	◒	●	●	●	●	●	◒	★	★	★	●			●	◒	◒	◒	●	●	●	●	●	Trans., Major			◒	●	●	●	●	●	●	◒	●	●	●	●	●	●	●	◒	●	●	●	●	●	●
●	●	○	◒	●	◒	◒	●	◒	★	★	★	●			○	◒	◒	○	◒	◒	◒	◒	●	Trans., Minor			○	◒	●	●	●	●	●	◒	●	●	●	●	●	●	●	●	○	◒	●	●	●	●
●	◒	◒	○	●	●	●	●	●	★	★	★	◒			◒	◒	◒	◒	●	●	●	●	●	Drive System			◒	◒	◒	◒	◒	◒	●	◒	●	●	●	●	●	●	●	◒	○	◒	●	●	●	●
○	◒	○	●	○	●	●	●	●	★	★	★	●			◒	◒	◒	◒	●	●	●	●	●	Fuel System			◒	●	●	◒	●	●	○	◒	●	●					●	●	●	◒	●	●	●	●
●	●	○	●	●	●	●	●	◒	★	★	★	●			◒	●	◒	●	●	●	●	●	●	Electrical			○	◒	●	●	●	●	◒	◒	●	●					●	●	●	●	●	●	●	●
●	●	●	●	○	●	◒	●	○	★	★	★	●			○	●	○	●	●	●	●	◒	●	Climate System			●	◒	◒	●	○	◒	◒	●	◒	●					◒	○	○	●	●	●	●	●
●	●	●	●	○	●	●	●	◒	★	★	★	●			◒	◒	◒	◒	●	●	●	●	●	Suspension			◒	◒	◒	●	●	◒	○	◒	◒	○	◒	●	●	◒	○	◒	◒	○	●	●	●	◒
○	●	○	◒	◒	◒	◒	●	●	★	★	★	●			◒	◒	◒	◒	●	●	●	●	●	Brakes			◒	●	●	●	●	●	◒	◒	◒	◒	●	●	●	●	●	◒	●	●	●	●	●	●
◒	●	◒	◒	◒	◒	◒	●	●	★	★	★	●			◒	●	◒	◒	●	●	●	◒	●	Paint/Trim			◒	◒	◒	●	●	●	◒	◒	◒	●	●	●	◒	◒	●	●	◒	●	○	●	●	●
●	◒	●	●	●	◒	◒	●	●	★	★	★	●			○	◒	◒	○	◒	◒	◒	◒	◒	Noises/Leaks			◒	◒	◒	◒	○	○	◒	◒	◒	●	○	◒	●	○	○	◒	◒	◒	●	●	◒	◒
○	○	◒	◒	◒	◒	●	◒	●	★	★	★	●			◒	◒	◒	◒	●	●	◒	◒	◒	Body Hardware			◒	◒	◒	●	●	◒	●	◒	○	○	●	○	●	◒	●	◒	○	◒	●	●	○	●
◒	◒	●	●	○	◒	◒	●	◒	★	★	★	●			◒	◒	◒	◒	●	●	●	◒	◒	Power Equipment			○	◒	◒	●	●	●	◒	◒	◒	○	◒	◒	◒	◒	○	◒	◒	◒	●	●	●	●
●	◒	○	○	○	●	◒	●	○	★	★	★	◒			○	●	◒	○	◒	◒	◒	◒	◒	In-Car Electronics			●	○	○	○	○	◒	●	◒	◒	●	◒	●	◒	◒	◒	◒	○	○	●	○	●	◒
●	●	●	●	◒	◒	◒	●	◒	★	★	★	●			●	◒	◒	○	◒	◒	◒	◒	●	USED-CAR VERDICTS			●	●	◒	●	◒	●	○	○	◒	◒	○	◒	●	◒	●	●	◒	◒	○	◒	◒	●
Average ○								Much worse than average ●								Much worse than average ●								New-Car Prediction	Better than average ◒								Much worse than average ●								Much worse than average ●							

Honda-Lexus

Honda Accord									Honda Accord Crosstour, Crosstour								Honda CR-V								TROUBLE SPOTS	Honda Civic								Honda Fit								Honda Odyssey							
'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
◓	◓	●	●	●	●	●	●				◓	◒	●	●	●	*	●	●	●	●	●	●	●	●	Engine, Major	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	◓	◓	●	●	●
◓	◓	◓	●	●	●	●	●				◓	●	●	●	●	*	●	●	●	●	●	●	●	●	Engine, Minor	◓	●	●	●	●	●	●	●	◓	●	●	●	●	●		●	◓	◓	◓	●	●	●	●
●	●	●	●	●	●	●	●				●	●	●	●	●	*	●	●	●	●	●	●	●	●	Engine Cooling	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●
●	●	●	●	●	●	●	●				◓	●	●	●	●	*	●	●	●	●	●	●	●	●	Trans., Major	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●
●	●	●	●	●	●	●	●				●	◓	●	●	●	*	●	●	●	●	●	●	●	●	Trans., Minor	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	◓	●	●	◓	●
●	●	●	●	●	●	●	●				◓	◓	●	●	●	*	●	●	●	●	●	●	●	◓	Drive System	◓	●	●	●	●	●	●	●	●	●	●	●	●	●		◓	◓	◓	◓	●	●	●	●
●	●	●	●	●	●	●	●				◓	●	●	●	●	*	●	●	●	●	●	●	●	●	Fuel System	●	●	●	●	●	●	●	●	○	●	●	●	●	●		◓	○	◓	●	●	●	●	●
◓	●	●	●	●	●	●	●				●	◓	●	●	◓	*	●	●	●	●	◓	●	●	●	Electrical	◓	●	●	●	●	●	●	●	◒	●	●	●	●	●		●	◓	◓	◓	●	●	●	●
◓	●	●	●	●	●	●	●				◓	●	●	●	●	*	●	●	◒	●	○	●	●	●	Climate System	●	◒	●	◓	●	●	●	●	◓	●	○	◒	○	●		●	◒	◓	◓	●	●	●	●
◓	●	◓	○	●	●	●	●				◓	◓	●	◓	●	*	●	●	●	◓	●	●	●	●	Suspension	◓	◓	◓	◓	●	●	●	●	●	●	●	●	●	●		○	◒	◒	◒	○	◓	●	●
●	●	●	◓	◓	●	●	●				○	○	◒	◓	◓	*	◓	◓	◓	◓	◓	●	●	●	Brakes	◓	○	◒	◒	●	●	●	●	●	◓	●	●	●	●		◒	○	○	◒	◒	●	◓	●
◓	◓	◓	◓	●	●	●	●				●	◓	◓	●	●	*	◓	◓	●	●	●	●	●	●	Paint/Trim	●	●	◒	◓	●	●	●	●	◓	●	●	●	●	●		○	○	◓	○	●	●	◓	●
○	○	○	○	◓	◓	◓	●				●	○	◓	◓	◒	*	◓	◓	◓	◓	◓	◓	◓	●	Noises/Leaks	◓	◓	◓	◓	●	●		●	◓	◓	◓	◓	●	●		◒	◓	○	◒	○	◓	◒	◓
●	●	●	●	●	●	●	●				●	◓	◓	●	●	*	◓	●	●	●	●	◓	◓	●	Body Hardware	◓	●	●	●	●	●		●	◒	○	○	○	●	●		◒	○	○	○	●	●	●	●
●	●	◓	●	●	◓	◓	●				●	◓	●	◓	◓	*	○	●	●	●	◒	●	◓	●	Power Equipment	●	●	●	◓	◓	●	◓	●	◓	◓	◓	◓	●	●		○	◓	○	○	◓	●	◓	◓
●	●	●	●	●	◒	◓	●				●	◓	◓	○	◓	*	◓	◓	●	●	◓	◓	◓	●	In-Car Electronics	◓	●	●	●	◓	◓	◓	●	◓	●	●	●	●	●		◓	●	◓	○	◓	●	◓	●
◓	◓	◓	●	●	◓	◓	◓				◓	○	◓	◓	◓	*	●	●	●	●	◓	●	●	○	USED-CAR VERDICTS	◓	●	●	●	●	●	●	●	●	●	●	●	●	●		○	◓	○	○	○	○	○	◓
Better than average ◓									Discontinued								Average ○								New-Car Prediction	Average ○								Average ○								Average ○							

Honda Pilot									Honda Ridgeline								Hyundai Accent								TROUBLE SPOTS	Hyundai Azera								Hyundai Elantra								Hyundai Genesis							
'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
●	●	◓	●	●	●	●	●		●	●	●	●	●	●	●		*	●	*	*	●	●	●	*	Engine, Major	◓	*	*	*	●	●	●	*	◓	●	●	◒	●	●	●	●	●	●	●		●	●	●	●	●	●
●	◓	◓	●	●	●	●	●		◓	●	●	●	●	●	●		*	◒	*	*	●	●	●	*	Engine, Minor	◒	*	*	*	●	●	○	*	●	●	●	○	●	●	●	●	●	◓	●	●	●	●	●	●
●	●	●	●	●	●	●	●		●	●	●	●	●	●	●		*	●	*	*	●	●	●	*	Engine Cooling	●	*	*	*	●	●	●	*	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
●	●	●	●	●	●	●	●		●	●	●	●	●	●	●		*	◓	*	*	●	●	●	*	Trans., Major	●	*	*	*	●	●	●	*	●	◓	●	○	●	●	●	●	●	◓	●	●	●	●	●	●
●	●	◓	●	●	●	●	●		●	●	●	●	●	●	●		*	◒	*	*	●	●	●	*	Trans., Minor	●	*	*	*	●	●	○	*	●	◓	◒	●	◓	●	●	●	●	◓	●	●	●	●	●	●
◓	●	◓	●	●	●	●	◓		●	●	●	●	●	●	●		*	◒	*	*	◓	●	●	*	Drive System	◓	*	*	*	●	●	●	*	◓	●	●	●	●	●	●	●	●	◓	●	●	●	●	●	◓
◓	●	◓	●	●	●	●	●		●	●	●	●	●	●	●		*	●	*	*	●	●	●	*	Fuel System	◓	*	*	*	●	●	●	*	○	●	●	◓	●	●	●	●	◓	●	●	●	●	●	●	●
●	○	◓	●	●	●	●	●		●	●	●	●	●	●	●		*	◒	*	*	●	●	●	*	Electrical	◒	*	*	*	●	●	●	*	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
○	○	◓	●	●	●	●	●		○	◓	◓	●	◓	●	●		*	○	*	*	◓	●	●	*	Climate System	○	*	*	*	●	●	○	*	◓	○	◓	◓	●	●	●	●	●	○	◓	◓	●	●	●	◓
◓	○	●	○	●	◓	●	●		○	◓	◓	●	◓	●	●		*	◒	*	*	◓	●	○	*	Suspension	◒	*	*	*	●	●	●	*	○	◒	●	○	○	◓	●	●	●	○	◓	●	●	●	●	●
◓	○	◒	○	◓	○	●	●		◓	◓	○	○	○	●	●		*	○	*	*	○	●	●	*	Brakes	◓	*	*	*	●	●	●	*	○	◒	◒	◓	●	◓	●	●	◒	●	○	○	◒	●	●	●
◓	●	●	◓	◓	◓	●	●		◓	○	●	●	◓	●	◓		*	◒	*	*	○	○	○	*	Paint/Trim	●	*	*	*	●	●	●	*	●	◓	◒	○	◓	●	●	●	◓	◒	●	◓	◓	●	●	●
◓	◓	○	○	◓	○	◓	●		◓	●	●	◒	○	○	○		*	◒	*	*	●	◓	○	*	Noises/Leaks	○	*	*	*	◓	●	○	*	◓	◓	◓	◒	○	◓	◓	●	●	◒	●	◓	●	◓	◓	◓
●	○	◓	◓	●	◓	●	●		◓	●	●	◓	●	◓	◓		*	●	*	*	●	◓	◓	*	Body Hardware	●	*	*	*	●	●	●	*	◓	◓	◓	●	●	●	●	●	◓	◒	●	◓	●	○	●	◓
◓	◓	◒	◓	◓	◓	●	◓		◓	◓	●	●	●	◓	●		*	○	*	*	◓	●	○	*	Power Equipment	○	*	*	*	●	◓	●	*	◓	○	◒	◓	◓	◓	●	●	●	●	●	◓	◓	◓	◓	◓
●	◓	●	◓	◓	◓	●	◓		◓	◓	●	●	●	●	◓		*	●	*	*	◓	●	●	*	In-Car Electronics	●	*	*	*	●	◓	●	*	○	○	◒	○	○	○	◓	●	●	●	●	●	◓	◒	◓	◓
◓	◓	◒	◓	◓	○	●	◒		●	●	●	◓	◓	●	◓		*	○	*	*	◓	●	◓	*	USED-CAR VERDICTS	○	*	*	*	●	●	○	*	◓	◓	◒	◒	○	○	●	◓	◓	◒	○	◒	○	●	○
Average ○									Discontinued								Better than average ◓								New-Car Prediction	Better than average ◓								Better than average ◓								Average ○							

Hyundai Santa Fe									Hyundai Santa Fe Sport								Hyundai Sonata								TROUBLE SPOTS	Hyundai Tucson								Hyundai Veloster								Infiniti G							
'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
◓	●	●	●	●	●	●	◓							●	●	●	◓	●	●	●	◓	●	●	●	Engine, Major	●	*	●	●	●	●	●	●					●	●	*	*	●	●	●	●	●	●	*	*
◒	●	◓	○	◓	●	●	◓							●	●	●	◓	◓	◓	◓	◓	●	●	●	Engine, Minor	○	*	○	◓	●	●	●	●					◓	◓	*	*	●	●	●	●	●	●	*	*
●	●	●	●	●	●	●	◓							●	●	●	●	●	●	●	●	●	●	●	Engine Cooling	○	*	●	●	●	●	●	●					●	●	*	*	●	●	●	●	●	●	*	*
●	●	○	●	●	●	●	●							●	●	●	●	●	●	●	●	●	●	●	Trans., Major	◓	*	●	●	●	●	●	●					●	●	*	*	●	●	●	●	●	●	*	*
◓	●	○	●	●	●	●	●							●	●	●	◓	●	●	●	◓	●	●	●	Trans., Minor	○	*	○	◒	●	●	●	●					◓	◓	*	*	●	◓	●	●	●	●	*	*
○	○	◓	●	●	●	●	●							●	●	●	◓	◓	◓	◓	◓	●	●	●	Drive System	◓	*	●	◓	◓	●	●	●					◓	◓	*	*	◓	◓	◓	◓	●	●	*	*
●	●	○	●	●	●	●	●							●	●	●	●	●	●	●	●	●	●	●	Fuel System	●	*	●	◓	●	●	●	●					●	●	*	*	●	●	●	●	●	●	*	*
○	◓	◓	◓	●	●	●	◓							●	●	●	◓	●	◓	●	◓	●	●	●	Electrical	●	*	●	●	●	●	●	●					◓	●	*	*	●	●	●	●	●	●	*	*
○	◓	◓	●	○	○	●	●							●	●	●	◓	◓	●	◓	◓	●	●	●	Climate System	○	*	◓	○	●	◓	●	●					●	●	*	*	●	◓	●	●	●	●	*	*
○	◒	●	○	◓	●	●	●							◓	●	●	◓	●	◓	●	●	○	●	●	Suspension	◓	*	◓	◓	●	●	◒	●					●	◓	*	*	●	○	●	◓	●	●	*	*
◓	○	○	◓	●	●	●	●							●	●	●	○	●	◒	○	◓	●	●	●	Brakes	●	*	◓	●	●	●	●	●					◓	●	*	*	◒	◒	○	○	◒	●	*	*
○	○	○	◓	◓	○	●	◓							◓	●	●	◓	◓	◒	◓	◓	●	●	●	Paint/Trim	●	*	●	●	◓	◓	●	●					●	●	*	*	◓	◓	●	●	◓	◓	*	*
◓	○	○	◓	◓	○	●	◓							◒	○	◓	◓	◓	◓	○	○	◓	●	◓	Noises/Leaks	●	*	●	○	◒	◓	◓	●					◓	○	*	*	◓	◓	○	◒	○	◒	*	*
●	●	●	◓	●	●	●	◓							●	●	●	◓	◓	●	○	●	◓	●	◓	Body Hardware	●	*	◓	○	◓	●	●	◓					●	●	*	*	●	●	●	●	●	●	*	*
○	◓	●	◓	○	○	◓	●							◒	○	○	◓	◓	○	◒	◓	●	●	◓	Power Equipment	◒	*	●	◓	◒	○	○	●					●	○	*	*	◓	○	●	◓	◓	◓	*	*
○	○	◓	○	◓	○	○	●							◓	○	◓	●	○	◓	○	●	○	●	●	In-Car Electronics	●	*	●	●	◒	○	○	●					●	●	*	*	◓	◓	●	◓	◓	◓	*	*
○	○	◒	○	○	○	○	●							○	◓	◓	●	◓	◓	◒	◓	●	◓	◓	USED-CAR VERDICTS	○	*	◓	○	○	◓	◓	●					○	○	*	*	●	◓	●	◓	◓	◓	*	*
Worse than average ◒									Better than average ◓								Better than average ◓								New-Car Prediction	Average ○								Average ○								Discontinued							

Better ◀ ● ◒ ○ Avg. ◓ ● ▶ Worse

Infiniti JX, QX60									Infiniti M, Q70								Infiniti Q50								TROUBLE SPOTS	Jeep Cherokee								Jeep Grand Cherokee								Jeep Wrangler							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
					●	●	★	●	★	★	●	●	●	★	★								●	★	Engine, Major							●	●	○	●	◓	○	○	●	●	●	◒	●	●	●	●	●	●
					●	●	★	○	★	★	●	●	●	★	★								●	★	Engine, Minor							◓	●	○	◓	◓	◓	◓	●	●	●	●	◒	◓	●	◓	◓	●
					●	●	★	◓	★	★	●	●	●	★	★								●	★	Engine Cooling							◓	◓	◒	◓	●	◓	●	●	◒	●	●	●	●	◓	●	●
					○	◒	★	●	★	★	●	●	●	★	★								○	◒	Trans., Major							●	●	●	●	●	●	●	●	◒	◒	●	●	●	●	●	●
					◓	◓	★	●	★	★	●	◓	●	★	★								●	★	Trans., Minor							●	◓	◓	●	◓	◓	○	◓	●	●	○	●	●	●	●	●
					◓	●	★	◓	★	★	●	●	◓	★	★								●	★	Drive System							◒	●	●	◒	◓	○	●	◓	●	◒	●	○	●	●	◓	●	●
					◓	●	★	●	★	★	◓	●	●	★	★								●	★	Fuel System							◓	◓	●	●	◓	◓	○	●	●	○	○	◓	◓	●	●	●	●
					◓	●	★	●	★	★	●	●	●	★	★								●	★	Electrical							●	●	○	◒	◓	●	●	●	○	◓	●	●	●	●	●	●
					◓	●	★	●	★	★	●	◓	●	★	★								●	★	Climate System							●	●	○	◒	◒	●	○	○	◓	●	●	◓	●	○	◓	◓	●
					●	●	★	◓	★	★	●	○	◒	★	★								◒	★	Suspension							○	●	○	◒	◒	◒	◓	◓	●	◒	○	○	●	◓	◓	●	●
					◓	●	★	●	★	★	●	◓	●	★	★								◓	★	Brakes							●	●	◓	●	◓	◓	●	●	●	○	○	◓	●	●	●	●
					●	●	★	●	★	★	●	◓	●	★	★								●	★	Paint/Trim							◓	◓	●	◓	●	○	◓	●	○	●	●	●	◓	◓	●	●
					●	●	★	◒	★	★	◓	●	◓	★	★								●	○	Noises/Leaks							◓	○	◓	○	◒	◒	◓	◓	●	◒	◒	●	●	●	◒	◓
					○	◓	★	◓	★	★	●	○	◓	★	★								●	◓	Body Hardware							◓	●	●	◓	●	◓	●	●	◓	●	●	◓	●	○	◓	●	●
					◒	●	★	●	★	★	◓	●	●	★	★								○	●	Power Equipment							◓	◓	◒	●	●	●	◒	●	○	◓	◒	◒	●	◒	◒	●	◓
					●	●	★	○	★	★	○	◓	●	★	★								●	●	In-Car Electronics							○	◓	○	◒	◒	◒	●	◓	○	○	◒	●	◓	◓	○	●
					●	●	★	◓	★	★	●	○	○	★	★								●	●	USED-CAR VERDICTS							○	○	◒	●	●	●	●	○	●	◒	○	○	●	●	○	◓
Much worse than average ●								Average ○								Much worse than average ●								New-Car Prediction	Much worse than average ●								Much worse than average ●								Worse than average ◒							

Kia Optima								Kia Sorento								Kia Soul								TROUBLE SPOTS	Kia Spectra, Forte								Kia Sportage								Lexus CT 200h							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'16	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
★	★	★	○	◓	●	●	●	★	★	●	●	●	●	●	●			●	●	●	●	●	●	Engine, Major	★	★	●	●	◒	★	●	★	★	★	●	●	●	●	★	★				●	●	●	●	★
★	★	★	◓	◓	●	●	●	★	★	○	◓	◓	●	●	●			●	●	●	●	●	●	Engine, Minor	★	★	●	●	◒	★	●	★	★	★	●	●	●	●	★	★				●	◓	●	●	★
★	★	★	●	●	●	●	●	★	★	●	●	●	●	●	●			●	●	●	●	●	●	Engine Cooling	★	★	●	●	●	★	●	★	★	★	●	●	●	●	★	★				●	●	●	●	★
★	★	★	◓	●	●	●	●	★	★	●	●	●	●	●	●			●	●	●	●	●	●	Trans., Major	★	★	●	●	●	★	●	★	★	★	◒	●	●	★	★				●	●	●	●	★
★	★	★	◓	●	●	●	●	★	★	○	●	●	●	●	●			◓	●	●	●	●	●	Trans., Minor	★	★	●	●	●	★	●	★	★	★	◓	●	●	★	★				●	●	●	●	★
★	★	★	●	◓	●	●	●	★	★	○	●	●	●	●	●			●	●	●	●	●	●	Drive System	★	★	●	●	●	★	●	★	★	★	○	●	●	★	★				●	●	●	●	★
★	★	★	◒	◓	●	●	●	★	★	◓	●	◓	●	●	●			●	●	●	●	●	●	Fuel System	★	★	●	●	●	★	◓	★	★	★	●	◓	●	★	★				●	●	●	●	★
★	★	★	●	●	●	●	●	★	★	●	●	●	●	●	●			●	●	●	●	●	◓	Electrical	★	★	●	●	●	★	●	★	★	★	●	●	●	★	★				●	●	●	●	★
★	★	★	○	●	◓	◓	●	★	★	◓	◓	●	●	●	●			●	●	●	●	◓	●	Climate System	★	★	●	○	●	★	◓	★	★	★	●	○	●	★	★				●	●	●	●	★
★	★	★	◓	○	◓	●	●	★	★	◒	○	◒	●	●	●			●	●	◓	◓	●	●	Suspension	★	★	◓	◓	◒	★	●	★	★	★	●	◓	●	★	★				●	●	●	●	★
★	★	★	●	●	●	●	◓	★	★	○	◓	●	●	●	●			○	◓	●	●	●	●	Brakes	★	★	○	◒	◓	★	●	★	★	★	◓	●	●	★	★				●	●	●	●	★
★	★	★	◓	◓	◓	●	●	★	★	◒	◓	◓	●	●	●			◒	●	●	●	●	●	Paint/Trim	★	★	○	○	○	★	◓	★	★	★	●	●	●	★	★				◓	●	●	◒	★
★	★	★	○	◓	◓	◓	●	★	★	◒	○	○	◓	●	●			◒	○	●	◓	◓	●	Noises/Leaks	★	★	●	●	◒	★	◓	★	★	★	◓	●	◓	★	★				◓	○	○	◓	★
★	★	★	◓	○	●	●	●	★	★	◓	◓	◓	●	●	●			●	●	●	●	●	●	Body Hardware	★	★	●	○	◓	★	◓	★	★	★	●	●	●	★	★				◓	●	●	●	★
★	★	★	◒	◓	◓	○	●	★	★	◒	◓	◓	◓	●	●			◓	◒	◓	●	●	●	Power Equipment	★	★	●	○	◓	★	◓	★	★	★	○	◒	●	★	★				●	●	●	●	★
★	★	★	○	●	○	◒	●	★	★	◒	●	○	○	●	●			◒	◓	◒	○	○	●	In-Car Electronics	★	★	○	●	◒	★	○	★	★	★	●	◒	○	★	★				◓	●	●	◓	★
★	★	★	○	○	◓	◓	○	★	★	◒	○	○	○	○	●			●	●	●	●	◓	○	USED-CAR VERDICTS	★	★	●	◓	◒	★	○	★	★	★	●	●	○	★	★				●	●	●	●	★
Average ○								Much better than average ●								Better than average ◓								New-Car Prediction	Average ○								Much better than average ●								Much better than average ●							

Lexus ES								Lexus GS								Lexus GX								TROUBLE SPOTS	Lexus IS								Lexus LS								Lexus NX							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
●	●	●	●	●	●	●	●	●	★	★	★		●	●	●	●	★	★	★	★	●	●	●	Engine, Major	●	●	●	●	●	★	●	●	●	◓	●	●	●	●	●	★								●
●	●	●	●	●	●	●	●	●	★	★	★		●	●	●	●	★	★	★	★	●	●	●	Engine, Minor	◓	●	◓	●	●	★	●	●	○	●	●	●	●	●	★								●
●	●	●	●	●	●	●	●	●	★	★	★		●	●	●	◓	★	★	★	★	●	●	●	Engine Cooling	○	○	●	●	●	★	●	●	○	◓	●	●	●	●	★								●
●	●	●	●	●	●	●	●	●	★	★	★		●	●	●	●	★	★	★	★	●	●	●	Trans., Major	●	◓	●	●	●	★	●	●	●	◓	●	●	●	●	★								●
●	●	●	●	●	●	●	●	●	★	★	★		●	●	●	●	★	★	★	★	●	●	●	Trans., Minor	●	●	●	●	●	★	●	●	●	●	●	●	●	●	★								●
◓	●	●	●	●	●	●	●	●	★	★	★		●	●	●	●	★	★	★	★	●	●	●	Drive System	○	●	●	◓	●	★	●	●	●	◓	●	●	●	●	★								●
●	●	●	●	●	●	●	●	◓	★	★	★		●	●	●	○	★	★	★	★	●	●	●	Fuel System	○	○	◓	◓	●	★	●	●	◒	○	◓	●	●	●	★								●
●	●	●	●	●	●	●	●	●	★	★	★		●	●	●	●	★	★	★	★	●	●	●	Electrical	◓	◓	●	●	●	★	●	●	●	●	●	●	●	●	★								●
●	●	●	●	●	●	●	●	●	★	★	★		●	●	●	◓	★	★	★	★	●	●	●	Climate System	●	●	●	●	●	★	●	●	◓	○	◓	●	●	●	★								●
◓	●	●	◓	●	●	●	●	○	★	★	★		●	●	●	◓	★	★	★	★	●	○	●	Suspension	●	◓	●	◓	●	★	●	●	○	●	◒	●	●	●	★								●
◓	◓	●	●	●	●	●	●	○	★	★	★		●	●	●	○	★	★	★	★	◓	●	●	Brakes	◓	●	◓	●	●	★	●	●	○	●	◓	●	◓	●	★								●
○	●	◓	●	●	●	●	●	○	★	★	★		●	●	●	○	★	★	★	★	●	●	●	Paint/Trim	◓	●	◓	●	●	★	●	●	○	●	◓	●	●	●	★								●
●	●	●	●	●	●	●	●	●	★	★	★		◓	●	●	●	★	★	★	★	◓	●	●	Noises/Leaks	◓	◒	●	◓	●	★	●	◓	○	○	◓	◓	●	●	○	★								◓
◓	●	●	●	●	●	●	●	◓	★	★	★		●	●	●	○	★	★	★	★	●	●	●	Body Hardware	●	○	●	◓	●	★	●	●	●	◓	●	●	●	●	★								●
◓	●	●	●	●	●	●	●	◓	★	★	★		◓	●	◓	◓	★	★	★	★	●	●	●	Power Equipment	◓	●	◓	●	◓	★	◓	●	◓	◓	◓	●	●	●	★								●
◓	◓	●	◓	●	●	●	●	○	★	★	★		●	●	●	◓	★	★	★	★	●	○	●	In-Car Electronics	○	●	◓	○	●	★	●	◓	◒	○	●	●	●	●	○	★								◓
●	●	●	●	●	●	●	●	●	★	★	★		●	●	●	●	★	★	★	★	●	●	●	USED-CAR VERDICTS	○	○	●	●	●	★	◓	●	◓	○	●	●	●	●	★								●
Much better than average ●								Much better than average ●								Much better than average ●								New-Car Prediction	Much better than average ●								Much better than average ●								Much better than average ●							

Lexus RX									Lincoln MKC								Lincoln MKS								TROUBLE SPOTS	Lincoln MKX								Lincoln MKZ								Mazda3							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
●	●	●	●	●	●	●	●								●		●	✶	✶	✶	●	✶	✶	Engine, Major	●	✶	●	●	●	●	●	✶	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
◓	◓	●	●	●	●	●	●								●		●	✶	✶	✶	●	✶	✶	Engine, Minor	◓	✶	●	●	●	●	●	✶	●	●	●	●	●	●	●	●	○	◓	●	●	●	●	●	●
●	●	●	●	●	●	●	●								●		●	✶	✶	✶	●	✶	✶	Engine Cooling	●	✶	●	●	●	●	●	✶	●	◓	●	●	●	●	●	●	●	●	●	●	●	●	●	●
●	●	●	●	●	●	●	●								●		●	✶	✶	✶	●	✶	✶	Trans., Major	◒	✶	●	●	●	●	●	✶	●	●	●	●	●	●	●	●	○	●	●	●	●	●	●	●
●	●	●	●	●	●	●	●								●		●	✶	✶	✶	●	✶	✶	Trans., Minor	◒	✶	●	○	◒	◓	●	✶	●	●	●	●	●	●	●	●	◓	●	●	●	●	●	●	●
◓	◓	●	●	●	●	●	●								◓		●	✶	✶	✶	●	✶	✶	Drive System	●	✶	●	●	●	●	●	✶	◒	●	●	●	◓	◓	●	●	●	●	◓	●	●	●	●	●
●	●	●	●	●	●	●	●								●		◓	✶	✶	✶	●	✶	✶	Fuel System	●	✶	◓	●	●	●	●	✶	●	●	●	●	●	●	◓	●	◓	○	●	●	●	●	●	●
◓	●	●	●	●	●	●	●								●		●	✶	✶	✶	●	✶	✶	Electrical	●	✶	◓	●	●	●	●	✶	○	●	●	●	◓	◓	●	●	●	●	●	●	●	●	●	●
◓	●	●	●	●	●	●	●								●		◒	✶	✶	✶	○	✶	✶	Climate System	◓	✶	●	●	●	◓	●	✶	◓	●	◓	◓	◓	◓	●	●	○	◒	◓	●	●	●	●	●
○	◒	◓	○	◓	●	●	●								●		◓	✶	✶	✶	◓	✶	✶	Suspension	◓	✶	○	◒	●	●	○	✶	○	○	●	○	◓	◓	●	●	◒	◒	◓	●	●	●	●	●
◓	◓	●	●	●	●	●	●								●		●	✶	✶	✶	●	✶	✶	Brakes	○	✶	●	◒	○	◓	●	✶	◓	●	◓	◓	●	●	◓	●	○	◓	◓	●	●	●	●	●
◓	●	◓	◓	●	●	●	●								●		●	✶	✶	✶	◓	✶	✶	Paint/Trim	●	✶	●	◓	●	●	●	✶	○	●	●	◓	◓	◓	●	●	◒	●	●	◓	◓	●	●	●
◓	●	◓	◓	◓	◓	◓	●								◓		●	✶	○	✶	●	○	✶	Noises/Leaks	◓	✶	○	◓	●	◓	○	✶	◓	◓	◓	◓	◓	◒	◓	◓	◓	◓	◓	◓	◓	◓	◓	●
◓	●	●	●	●	●	●	●								●		●	✶	✶	✶	●	✶	✶	Body Hardware	◓	✶	◓	○	●	●	●	✶	○	◓	◓	◓	●	○	●	●	◓	●	●	●	●	●	●	●
◓	◓	●	●	●	●	●	●								◓		◓	✶	✶	✶	○	✶	✶	Power Equipment	●	✶	●	◒	◒	◓	●	✶	●	●	●	◓	◓	●	○	●	◓	◓	●	◓	◓	●	●	●
◓	◓	◓	◓	●	●	●	●								◒		●	✶	✶	✶	●	✶	✶	In-Car Electronics	◓	✶	◒	●	●	○	◒	✶	◓	◒	●	◒	◒	●	●	●	◓	●	○	◓	◓	◓	●	◓
●	●	●	●	●	●	●	●								●		◓	✶	✶	✶	○	✶	✶	USED-CAR VERDICTS	○	✶	◓	○	◓	◓	●	✶	◓	●	◓	◓	◓	●	○	●	○	◓	◓	●	●	●	◓	●
Better than average ◓								Much worse than average ●								Average ○								New-Car Prediction	Average ○								Average ○								Better than average ◓							

Mazda5								Mazda6								Mazda CX-5								TROUBLE SPOTS	Mazda CX-9								Mazda MX-5 Miata								Mercedes-Benz C-Class							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'13	'14	'15	'16		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
●	●	●		●	●	●	✶	✶	●	●	✶	●	✶	●	●					●	●	●	●	Engine, Major	●	●	●	●	●	●	●	✶	●	●	●	●	●	●	✶	✶	●	●	●	●	◓	●	●	●
○	◓	◓		●	●	●	✶	✶	◓	●	✶	●	✶	●	●					●	●	●	●	Engine, Minor	●	●	●	●	●	●	●	✶	●	●	●	●	●	●	✶	✶	●	●	◒	●	◓	●	●	●
◓	●	●		●	●	●	✶	✶	●	●	✶	●	✶	●	●					●	●	●	●	Engine Cooling	●	●	●	●	●	●	●	✶	●	●	●	●	●	●	✶	✶	●	◓	●	●	●	●	●	●
◓	◓	○		●	●	●	✶	✶	●	●	✶	●	✶	●	●					●	●	●	●	Trans., Major	◓	●	◓	◓	●	●	●	✶	◓	●	●	●	●	●	✶	✶	○	◓	●	◓	●	●	●	●
●	●	◓		●	●	●	✶	✶	●	●	✶	●	✶	●	●					●	●	●	●	Trans., Minor	●	●	●	●	●	◓	●	✶	◒	●	●	●	●	●	✶	✶	○	●	●	◓	●	●	●	●
◓	●	●		●	●	●	✶	✶	◓	◓	✶	●	✶	●	●					●	●	●	●	Drive System	◓	●	○	◒	○	●	◓	✶	●	●	◓	●	●	●	✶	✶	◓	●	○	●	◒	●	●	●
○	●	●		●	○	●	✶	✶	◓	●	✶	●	✶	●	●					●	●	●	●	Fuel System	●	●	●	●	●	●	●	✶	●	●	◓	●	●	●	✶	✶	●	●	◓	●	●	●	●	●
●	●	●		●	●	●	✶	✶	●	●	✶	●	✶	●	●					●	●	●	●	Electrical	●	●	●	●	●	●	●	✶	●	●	●	●	●	●	✶	✶	◓	●	●	◓	◓	●	●	●
○	○	◓		●	●	●	✶	✶	●	◓	✶	●	✶	●	●					●	●	●	●	Climate System	◒	◒	◓	●	●	●	●	✶	◓	●	●	●	●	●	✶	✶	●	◓	◓	●	◓	●	●	●
●	●	●		●	●	●	✶	✶	●	○	✶	●	✶	●	●					●	●	●	●	Suspension	◒	○	◒	◓	●	●	●	✶	◒	●	◒	●	●	●	✶	✶	●	◓	●	●	○	●	◓	●
◒	○	○		◓	●	●	✶	✶	◓	○	✶	◓	✶	●	●					●	●	●	●	Brakes	◒	●	●	○	○	●	●	✶	●	●	●	●	●	●	✶	✶	○	●	●	●	◓	●	●	●
●	◒	○		◓	●	●	✶	✶	◓	◓	✶	◓	✶	●	●					●	●	●	●	Paint/Trim	●	●	●	●	○	◓	●	✶	●	●	●	●	●	●	✶	✶	●	◓	●	●	◓	●	●	●
●	●	●		◓	●	●	✶	✶	○	◓	✶	◓	✶	●	●					●	●	●	●	Noises/Leaks	◓	◓	◓	◓	◒	○	◓	✶	◒	●	●	○	●	●	✶	✶	●	●	◓	○	◒	●	○	●
◒	●	●		●	●	●	✶	✶	◓	○	✶	◓	✶	●	●					●	●	●	●	Body Hardware	●	●	●	●	●	●	●	✶	○	●	●	●	●	●	✶	✶	●	●	●	●	●	●	●	●
◓	○	○		○	◓	●	✶	✶	○	○	✶	●	✶	●	●					◓	◓	●	●	Power Equipment	○	●	○	●	●	◓	●	✶	○	●	●	●	●	◒	✶	✶	●	●	◒	●	○	◓	◓	◓
○	◓	●		●	●	○	✶	✶	◓	○	✶	●	✶	●	○					○	◒	○	●	In-Car Electronics	●	◓	◓	◓	◓	●	◒	✶	●	●	●	●	●	●	✶	✶	●	◓	◓	●	○	●	◓	◒
◒	○	○		●	◓	●	✶	✶	●	◓	✶	●	✶	◓	○					●	◓	◓	●	USED-CAR VERDICTS	◓	○	○	○	○	◓	◓	✶	●	●	●	●	●	●	✶	✶	◓	◓	○	◓	●	◓	●	●
Discontinued								Better than average ◓								Better than average ◓								New-Car Prediction	Better than average ◓								Better than average ◓								Much worse than average ●							

Mercedes-Benz E-Class								Mercedes-Benz GL-Class								Mercedes-Benz GLK-Class								TROUBLE SPOTS	Mercedes-Benz M-Class								Mercedes-Benz S-Class								Mercury Mariner							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
◓	◓	●	●	●	●	●	●	✶	✶	✶	✶	✶	●	◓	●			●	●	●	●	●	●	Engine, Major	◒	●	◓	●	●	●	●	●	✶	✶	✶	✶	✶	✶	●	●	●	●	●	●								
●	◓	◓	◓	○	●	●	●	✶	✶	✶	✶	✶	●	◓	◓			●	●	●	●	●	◓	Engine, Minor	●	●	●	◒	○	●	●	●	✶	✶	✶	✶	✶	✶	●	●	◒	◒	○	●								
●	●	●	●	●	●	●	●	✶	✶	✶	✶	✶	●	◓	●			◓	●	●	●	●	●	Engine Cooling	◓	◓	●	●	●	●	●	●	✶	✶	✶	✶	✶	✶	●	●	●	●	●	●								
●	●	●	●	●	●	●	●	✶	✶	✶	✶	✶	●	◓	●			●	●	●	●	●	●	Trans., Major	○	◓	●	●	●	●	●	●	✶	✶	✶	✶	✶	✶	●	●	◒	○	◓	●								
◓	○	◓	●	●	●	●	●	✶	✶	✶	✶	✶	●	◓	◓			○	●	●	●	●	●	Trans., Minor	◒	○	●	●	●	●	●	●	✶	✶	✶	✶	✶	✶	○	●	◒	○								
◒	●	◓	◓	●	●	●	●	✶	✶	✶	✶	✶	●	◓	●			○	●	●	●	●	●	Drive System	◒	●	○	◓	●	●	●	●	✶	✶	✶	✶	✶	✶	●	●	◒	○	◓	◓								
◓	◓	◓	○	○	●	●	●	✶	✶	✶	✶	✶	●	●	●			●	●	●	●	●	●	Fuel System	◒	●	◒	●	○	●	◓	●	✶	✶	✶	✶	✶	✶	●	◓	◓	○	◒	◓								
●	○	●	●	●	●	●	●	✶	✶	✶	✶	✶	●	◓	●			◓	●	●	●	●	●	Electrical	◓	○	◓	●	●	●	●	●	✶	✶	✶	✶	✶	✶	●	●	●	◓	●	●								
●	●	●	●	●	●	●	●	✶	✶	✶	✶	✶	●	◒	●			◓	●	●	●	●	●	Climate System	●	●	◒	●	●	●	●	●	✶	✶	✶	✶	✶	◓	●	●	○	◒	●	○								
○	◓	◓	◓	●	◓	●	●	✶	✶	✶	✶	✶	◓	◓	●			◓	○	●	●	●	●	Suspension	●	◓	◓	○	◓	●	●	●	✶	✶	✶	✶	✶	◒	●	●	◒	◒	◒	○								
◓	●	◓	◓	●	◓	●	●	✶	✶	✶	✶	✶	●	◒	◓			◓	●	◒	◓	●	●	Brakes	◓	◓	◒	○	●	◓	●	●	✶	✶	✶	✶	✶	●	◓	◒	◓	◓								
●	●	●	◓	●	●	●	●	✶	✶	✶	✶	✶	●	○	●			●	◓	●	●	●	●	Paint/Trim	●	●	●	◓	●	◓	●	●	✶	✶	✶	✶	✶	✶	●	●	●	●								
●	○	○	◓	◓	◓	◓	◓	✶	✶	✶	✶	✶	●	○	●			◓	○	●	◓	●	◓	Noises/Leaks	○	●	○	●	○	◓	◓	●	✶	✶	✶	✶	✶	✶	●	●	○	◒	◒	◒								
●	●	●	●	●	●	●	●	✶	✶	✶	✶	✶	◓	◓	◓			●	◓	●	●	●	◓	Body Hardware	○	○	●	◓	◓	○	●	◓	✶	✶	✶	✶	✶	✶	○	◓	◓	●								
◓	●	◒	○	○	○	◓	●	✶	✶	✶	✶	✶	●	◒	●			◒	●	●	●	●	●	Power Equipment	●	●	●	◒	●	◓	●	●	✶	✶	✶	✶	✶	✶	●	●	◓	◓	○	◓								
○	○	○	◒	○	○	◓	◓	✶	✶	✶	✶	✶	●	○	●			◓	◓	●	●	●	●	In-Car Electronics	●	◓	●	●	○	◒	◓	●	✶	✶	✶	✶	✶	✶	●	○	◓	●								
○	◓	◓	○	○	○	○	○	✶	✶	✶	✶	✶	●	●	●			○	●	◓	◓	◓	○	USED-CAR VERDICTS	●	●	◒	○	◒	○	◓	○	✶	✶	✶	✶	✶	✶	●	○	◒	○								
Average ○								Much worse than average ●								Average ○								New-Car Prediction	Average ○								Much worse than average ●								Discontinued							

Better ◀ Avg. ▶ Worse

Mercury Milan								
'08	'09	'10	'11	'12	'13	'14	'15	
●	●	●	●					Engine, Major
◒	◒	◒	●					Engine, Minor
●	●	●	●					Engine Cooling
●	●	◒	●					Trans., Major
●	●	○	◒					Trans., Minor
◒	●	◒	●					Drive System
◒	●	◓	◒					Fuel System
●	●	●	●					Electrical
◒	●	◒	◒					Climate System
◒	◒	◒	◓					Suspension
●	◓	○	◒					Brakes
◒	●	●	◒					Paint/Trim
◒	●	●	◒					Noises/Leaks
○	◒	◒	◒					Body Hardware
●	●	○	◒					Power Equipment
◓	●	○	◒					In-Car Electronics
◒	●	○	○					USED-CAR VERDICTS
Discontinued								New-Car Prediction

Mini Cooper								
'08	'09	'10	'11	'12	'13	'14	'15	
●	●	●	◒	●	●	●	●	Engine, Major
●	●	●	●	◒	●	●	●	Engine, Minor
●	●	●	○	○	●	●	●	Engine Cooling
○	◒	◒	●	●	●	●	●	Trans., Major
◒	◒	●	●	●	●	◒	●	Trans., Minor
○	◒	●	●	●	●	◒	●	Drive System
●	○	●	○	●	●	●	●	Fuel System
●	●	●	●	●	●	●	●	Electrical
◒	○	●	●	●	◒	●	●	Climate System
◒	◒	●	◒	●	●	●	●	Suspension
◒	◒	◒	◒	◒	●	●	●	Brakes
◒	○	◒	●	◒	●	●	○	Paint/Trim
●	●	●	◒	○	◒	◒	○	Noises/Leaks
◒	○	●	●	◒	●	●	●	Body Hardware
○	○	●	◒	◒	◒	●	◒	Power Equipment
○	○	●	◒	◒	◒	◒	◒	In-Car Electronics
●	●	●	◒	◒	◒	◒	○	USED-CAR VERDICTS
Average ○								New-Car Prediction

Mini Cooper Countryman								
'08	'09	'10	'11	'12	'13	'14	'15	
			○	○	●	●	★	Engine, Major
			●	●	○	●	★	Engine, Minor
			●	○	●	●	★	Engine Cooling
			●	◒	◒	●	★	Trans., Major
			●	○	●	●	★	Trans., Minor
			◒	◒	●	●	★	Drive System
			●	◒	◒	●	★	Fuel System
			●	●	●	●	★	Electrical
			◒	●	◒	●	★	Climate System
			◒	◒	◒	●	★	Suspension
			●	●	●	●	★	Brakes
			●	●	●	●	★	Paint/Trim
			●	●	◒	◒	★	Noises/Leaks
			●	●	●	●	★	Body Hardware
			◒	◒	◒	●	★	Power Equipment
			●	●	◒	◒	★	In-Car Electronics
			●	●	○	●	★	USED-CAR VERDICTS
Average ○								New-Car Prediction

Nissan Altima								
'08	'09	'10	'11	'12	'13	'14	'15	
●	●	●	●	●	●	●	●	Engine, Major
●	●	◒	●	●	●	●	●	Engine, Minor
●	●	●	●	●	●	●	●	Engine Cooling
◒	◒	●	●	●	◒	◒	●	Trans., Major
●	●	●	●	●	◒	●	●	Trans., Minor
●	●	◒	●	●	●	●	●	Drive System
●	●	●	○	●	●	●	●	Fuel System
●	●	●	●	●	●	●	●	Electrical
◒	◒	◒	◒	●	◒	●	●	Climate System
◒	●	◒	●	●	●	○	●	Suspension
○	◒	●	○	◒	●	●	●	Brakes
○	◒	◒	●	◒	◒	○	◒	Paint/Trim
○	○	○	●	○	●	○	◒	Noises/Leaks
●	●	●	●	●	●	●	●	Body Hardware
◒	◒	◒	●	◒	◒	◒	●	Power Equipment
○	◒	◒	◒	◒	◒	○	◒	In-Car Electronics
◒	◒	◒	●	◒	◒	●	○	USED-CAR VERDICTS
Worse than average ◒								New-Car Prediction

Nissan Frontier								
'08	'09	'10	'11	'12	'13	'14	'15	
◒	●	●	●	●	●	●	●	Engine, Major
◒	●	●	●	●	●	●	●	Engine, Minor
●	●	●	●	●	●	●	●	Engine Cooling
◒	○	●	◒	●	●	●	●	Trans., Major
◒	○	◒	◒	●	●	●	◒	Trans., Minor
○	○	◒	●	●	◒	●	●	Drive System
◒	◒	●	◒	●	●	●	●	Fuel System
●	●	●	●	●	●	●	●	Electrical
◒	◒	◒	◒	◒	○	●	○	Climate System
◒	◒	●	◒	●	●	●	●	Suspension
◒	◒	◒	●	●	●	●	●	Brakes
◒	◒	◒	●	◒	◒	◒	◒	Paint/Trim
○	◒	●	●	◒	◒	◒	○	Noises/Leaks
◒	◒	●	●	●	◒	◒	●	Body Hardware
◒	◒	◒	◒	●	◒	◒	●	Power Equipment
◒	◒	◒	●	◒	○	○	●	In-Car Electronics
◒	◒	◒	◒	●	○	○	●	USED-CAR VERDICTS
Worse than average ◒								New-Car Prediction

Nissan Juke								
'08	'09	'10	'11	'12	'13	'14	'15	
			●	○	●	★	★	Engine, Major
			●	●	●	★	★	Engine, Minor
			●	●	●	★	★	Engine Cooling
			●	●	●	★	★	Trans., Major
			●	●	●	★	★	Trans., Minor
			◒	○	●	★	★	Drive System
			●	◒	◒	★	★	Fuel System
			●	◒	●	★	★	Electrical
			●	◒	○	★	★	Climate System
			●	◒	●	★	★	Suspension
			●	○	●	★	★	Brakes
			●	◒	○	★	★	Paint/Trim
			◒	○	●	★	★	Noises/Leaks
			◒	◒	●	★	★	Body Hardware
			○	◒	●	★	★	Power Equipment
			◒	○	●	★	★	In-Car Electronics
			◒	◒	○	★	★	USED-CAR VERDICTS
Average ○								New-Car Prediction

Nissan Leaf								
'08	'09	'10	'11	'12	'13	'14	'15	
			●	●	●	●	●	Engine, Major
			●	●	●	●	●	Engine, Minor
			●	●	●	●	●	Engine Cooling
			●	●	●	●	●	Trans., Major
			●	●	●	●	●	Trans., Minor
			●	●	◒	●	●	Drive System
			●	●	●	●	●	Fuel System
			●	◒	●	●	●	Electrical
			●	●	●	◒	●	Climate System
			◒	●	◒	●	●	Suspension
			●	●	●	●	●	Brakes
			●	●	●	●	●	Paint/Trim
			●	●	●	◒	●	Noises/Leaks
			●	●	●	●	●	Body Hardware
			●	●	●	●	●	Power Equipment
			●	●	◒	●	●	In-Car Electronics
			○	●	◒	◒	○	USED-CAR VERDICTS
Average ○								New-Car Prediction

Nissan Maxima								
'08	'09	'10	'11	'12	'13	'14	'15	
●	●	●	●	●	●	●	●	Engine, Major
●	●	●	●	●	○	●	●	Engine, Minor
●	◒	●	●	●	●	●	●	Engine Cooling
●	●	●	●	●	●	●	●	Trans., Major
●	●	●	●	●	●	●	●	Trans., Minor
●	●	●	●	●	●	●	●	Drive System
○	●	◒	●	●	●	●	●	Fuel System
●	○	◒	●	●	●	●	●	Electrical
●	○	○	●	●	●	●	●	Climate System
◒	●	○	●	●	◒	●	●	Suspension
◒	◒	○	●	◒	●	●	●	Brakes
●	◒	●	●	◒	●	○	●	Paint/Trim
●	◒	◒	●	○	●	●	●	Noises/Leaks
◒	●	◒	◒	●	●	●	●	Body Hardware
◒	●	◒	◒	◒	●	○	●	Power Equipment
◒	◒	◒	●	◒	●	●	●	In-Car Electronics
◒	○	◒	●	◒	●	●	◒	USED-CAR VERDICTS
Average ○								New-Car Prediction

Nissan Murano								
'08	'09	'10	'11	'12	'13	'14	'15	
	●	◒	●	●	●	●	●	Engine, Major
	◒	◒	●	●	●	●	●	Engine, Minor
	●	●	●	●	●	●	●	Engine Cooling
	◒	●	●	●	●	●	●	Trans., Major
	◒	◒	◒	●	●	●	●	Trans., Minor
	○	○	●	◒	●	●	●	Drive System
	◒	●	●	●	●	●	●	Fuel System
	●	●	●	●	●	●	◒	Electrical
	○	◒	●	●	●	●	●	Climate System
	○	◒	◒	◒	●	●	●	Suspension
	○	○	●	●	●	●	●	Brakes
	◒	●	●	●	◒	●	●	Paint/Trim
	◒	◒	◒	◒	◒	○	◒	Noises/Leaks
	○	◒	●	●	●	●	●	Body Hardware
	○	◒	◒	○	●	●	●	Power Equipment
	◒	○	○	◒	◒	○	●	In-Car Electronics
	○	◒	●	◒	◒	●	●	USED-CAR VERDICTS
Much better than average ●								New-Car Prediction

Nissan Pathfinder								
'08	'09	'10	'11	'12	'13	'14	'15	
★	★	★	★	★	●	●	●	Engine, Major
★	★	★	★	★	●	●	●	Engine, Minor
★	★	★	★	★	●	●	●	Engine Cooling
★	★	★	★	★	◒	◒	●	Trans., Major
★	★	★	★	★	●	◒	●	Trans., Minor
★	★	★	★	★	◒	◒	●	Drive System
★	★	★	★	★	●	●	●	Fuel System
★	★	★	★	★	●	●	●	Electrical
★	★	★	★	★	◒	●	●	Climate System
★	★	★	★	★	○	●	◒	Suspension
★	★	★	★	★	◒	◒	●	Brakes
★	★	★	★	★	●	◒	◒	Paint/Trim
★	★	★	★	★	◒	◒	★	Noises/Leaks
★	★	★	★	★	◒	●	●	Body Hardware
★	★	★	★	★	◒	○	★	Power Equipment
★	★	★	★	★	○	●	★	In-Car Electronics
★	★	★	★	★	◒	○	★	USED-CAR VERDICTS
Better than average ◒								New-Car Prediction

Nissan Rogue								
'08	'09	'10	'11	'12	'13	'14	'15	
●	●	●	●	●	●	●	●	Engine, Major
●	○	●	●	◒	●	●	●	Engine, Minor
●	●	●	●	●	●	●	●	Engine Cooling
●	◒	○	●	●	●	●	●	Trans., Major
◒	◒	◒	◒	●	●	●	●	Trans., Minor
◒	●	◒	●	●	●	●	●	Drive System
●	◒	●	●	●	●	●	●	Fuel System
●	●	●	●	●	●	●	●	Electrical
○	○	◒	●	◒	◒	○	●	Climate System
○	◒	●	●	●	◒	●	●	Suspension
◒	◒	◒	●	◒	◒	◒	●	Brakes
●	○	●	◒	○	◒	●	◒	Paint/Trim
○	○	◒	●	◒	◒	○	●	Noises/Leaks
●	●	●	●	●	●	●	●	Body Hardware
○	●	◒	●	●	●	◒	●	Power Equipment
●	○	●	◒	○	◒	●	◒	In-Car Electronics
◒	◒	◒	●	○	○	◒	◒	USED-CAR VERDICTS
Worse than average ◒								New-Car Prediction

Nissan Sentra								
'08	'09	'10	'11	'12	'13	'14	'15	
◒	★	○	●	●	●	●	★	Engine, Major
◒	★	●	●	●	◒	●	★	Engine, Minor
●	★	●	●	●	●	●	★	Engine Cooling
◒	★	●	●	●	◒	●	★	Trans., Major
◒	★	●	●	●	●	●	★	Trans., Minor
◒	★	●	●	◒	○	◒	★	Drive System
●	★	●	◒	●	●	●	★	Fuel System
●	★	◒	●	●	●	●	★	Electrical
◒	★	○	◒	○	●	●	★	Climate System
◒	★	●	◒	●	●	●	★	Suspension
◒	★	○	●	◒	●	●	★	Brakes
◒	★	○	●	●	◒	◒	★	Paint/Trim
◒	★	◒	●	◒	◒	◒	★	Noises/Leaks
◒	★	○	●	◒	◒	◒	★	Body Hardware
●	★	○	●	●	◒	●	★	Power Equipment
◒	★	○	●	◒	◒	○	★	In-Car Electronics
○	★	○	○	○	●	○	★	USED-CAR VERDICTS
Worse than average ●								New-Car Prediction

Nissan Versa Hatchback, Versa Note								
'08	'09	'10	'11	'12	'13	'14	'15	
◒	●	★	●	◒		●	★	Engine, Major
◒	●	★	◒	●		●	★	Engine, Minor
●	●	★	◒	●		●	★	Engine Cooling
◒	◒	★	◒	◒		●	★	Trans., Major
●	●	★	◒	◒		●	★	Trans., Minor
●	●	★	◒	◒		●	★	Drive System
◒	◒	★	●	●		●	★	Fuel System
◒	●	★	●	●		●	★	Electrical
○	●	★	◒	●		●	★	Climate System
◒	●	★	●	○		●	★	Suspension
○	◒	★	◒	◒		●	★	Brakes
●	◒	★	●	●		●	★	Paint/Trim
●	●	★	◒	◒		●	★	Noises/Leaks
◒	○	★	◒	●		●	★	Body Hardware
◒	◒	★	◒	◒		●	★	Power Equipment
●	◒	★	●	●		●	★	In-Car Electronics
○	○	★	○	○		●	★	USED-CAR VERDICTS
Much better than average ●								New-Car Prediction

Porsche 911								
'08	'09	'10	'11	'12	'13	'14	'15	
★	★	★	★	●	●	●	★	Engine, Major
★	★	★	★	◒	○	●	★	Engine, Minor
★	★	★	★	●	●	●	★	Engine Cooling
★	★	★	★	◒	●	●	★	Trans., Major
★	★	★	★	●	●	●	★	Trans., Minor
★	★	★	★	●	●	●	★	Drive System
★	★	★	★	●	●	●	★	Fuel System
★	★	★	★	●	●	●	★	Electrical
★	★	★	★	◒	●	●	★	Climate System
★	★	★	★	●	●	●	★	Suspension
★	★	★	★	●	●	●	★	Brakes
★	★	★	★	●	◒	●	★	Paint/Trim
★	★	★	★	●	●	◒	★	Noises/Leaks
★	★	★	★	●	◒	●	★	Body Hardware
★	★	★	★	●	◒	●	★	Power Equipment
★	★	★	★	●	●	●	★	In-Car Electronics
★	★	★	★	●	○	●	★	USED-CAR VERDICTS
Better than average ◒								New-Car Prediction

Porsche Boxster								
'08	'09	'10	'11	'12	'13	'14	'15	
★	★	★	★	★	●	★	★	Engine, Major
★	★	★	★	★	●	★	★	Engine, Minor
★	★	★	★	★	●	★	★	Engine Cooling
★	★	★	★	★	●	★	★	Trans., Major
★	★	★	★	★	●	★	★	Trans., Minor
★	★	★	★	★	●	★	★	Drive System
★	★	★	★	★	◒	★	★	Fuel System
★	★	★	★	★	●	★	★	Electrical
★	★	★	★	★	●	★	★	Climate System
★	★	★	★	★	●	★	★	Suspension
★	★	★	★	★	●	★	★	Brakes
★	★	★	★	★	◒	★	★	Paint/Trim
★	★	★	★	★	●	★	★	Noises/Leaks
★	★	★	★	★	●	★	★	Body Hardware
★	★	★	★	★	◒	★	★	Power Equipment
★	★	★	★	★	●	★	★	In-Car Electronics
★	★	★	★	★	○	★	★	USED-CAR VERDICTS
Average ○								New-Car Prediction

Porsche Cayenne								
'08	'09	'10	'11	'12	'13	'14	'15	
★	★	★	★	★	●	●	★	Engine, Major
★	★	★	★	★	●	●	★	Engine, Minor
★	★	★	★	★	●	●	★	Engine Cooling
★	★	★	★	★	●	●	★	Trans., Major
★	★	★	★	★	●	●	★	Trans., Minor
★	★	★	★	★	●	●	★	Drive System
★	★	★	★	★	◒	●	★	Fuel System
★	★	★	★	★	●	●	★	Electrical
★	★	★	★	★	●	●	★	Climate System
★	★	★	★	★	●	●	★	Suspension
★	★	★	★	★	●	●	★	Brakes
★	★	★	★	★	◒	●	★	Paint/Trim
★	★	★	★	★	◒	◒	★	Noises/Leaks
★	★	★	★	★	○	●	★	Body Hardware
★	★	★	★	★	◒	○	★	Power Equipment
★	★	★	★	★	○	●	★	In-Car Electronics
★	★	★	★	★	◒	○	★	USED-CAR VERDICTS
Better than average ◒								New-Car Prediction

Porsche Macan								
'08	'09	'10	'11	'12	'13	'14	'15	
							●	Engine, Major
							●	Engine, Minor
							●	Engine Cooling
							●	Trans., Major
							●	Trans., Minor
							●	Drive System
							●	Fuel System
							●	Electrical
							●	Climate System
							◒	Suspension
							●	Brakes
							●	Paint/Trim
							●	Noises/Leaks
							●	Body Hardware
							●	Power Equipment
							◒	In-Car Electronics
							◒	USED-CAR VERDICTS
Worse than average ◒								New-Car Prediction

Ram 1500								
'08	'09	'10	'11	'12	'13	'14	'15	
			●	●	●	●	●	Engine, Major
			●	◒	◒	●	●	Engine, Minor
			●	●	●	●	●	Engine Cooling
			●	●	●	●	●	Trans., Major
			●	●	◒	●	●	Trans., Minor
			◒	●	●	●	●	Drive System
			◒	●	◒	◒	◒	Fuel System
			●	●	●	●	●	Electrical
			●	●	●	●	◒	Climate System
			●	◒	●	●	●	Suspension
			◒	◒	●	●	●	Brakes
			◒	◒	○	◒	●	Paint/Trim
			◒	◒	○	○	◒	Noises/Leaks
			●	●	●	●	●	Body Hardware
			○	●	●	○	◒	Power Equipment
			●	○	●	○	◒	In-Car Electronics
			◒	◒	●	◒	○	USED-CAR VERDICTS
Worse than average ◒								New-Car Prediction

Scion FR-S								
'08	'09	'10	'11	'12	'13	'14	'15
					◓	✶	✶
					◓	✶	✶
					⊙	✶	✶
					◓	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					◓	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					●	✶	✶
					◓	✶	✶
					●	✶	✶
					○	✶	✶
					◓	✶	✶
					●	✶	✶
					○	✶	✶
Average ○							

Scion xB								
'08	'09	'10	'11	'12	'13	'14	'15
◓	⊙	⊙	✶	⊙	✶	✶	✶
◓	⊙	⊙	✶	⊙	✶	✶	✶
◓	◓	◓	✶	⊙	✶	✶	✶
◓	⊙	⊙	✶	⊙	✶	✶	✶
⊙	⊙	⊙	✶	⊙	✶	✶	✶
◓	⊙	⊙	✶	⊙	✶	✶	✶
⊙	◓	⊙	✶	⊙	✶	✶	✶
⊙	⊙	◓	✶	⊙	✶	✶	✶
◓	⊙	⊙	✶	⊙	✶	✶	✶
⊙	◓	⊙	✶	⊙	✶	✶	✶
●	◒	◓	✶	⊙	✶	✶	✶
●	⊙	◓	✶	◓	✶	✶	✶
◓	◒	●	✶	⊙	✶	✶	✶
⊙	⊙	⊙	✶	⊙	✶	✶	✶
⊙	◓	⊙	✶	⊙	✶	✶	✶
◓	○	⊙	✶	⊙	✶	✶	✶
◓	⊙	⊙	✶	⊙	✶	✶	✶
Discontinued							

Subaru BRZ								
'08	'09	'10	'11	'12	'13	'14	'15
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					⊙	✶	✶
					◒	✶	✶
					○	✶	✶
					◓	✶	✶
					●	✶	✶
					○	✶	✶
Average ○							

TROUBLE SPOTS
Engine, Major
Engine, Minor
Engine Cooling
Trans., Major
Trans., Minor
Drive System
Fuel System
Electrical
Climate System
Suspension
Brakes
Paint/Trim
Noises/Leaks
Body Hardware
Power Equipment
In-Car Electronics
USED-CAR VERDICTS
New-Car Prediction

Subaru Forester								
'08	'09	'10	'11	'12	'13	'14	'15
◒	◒	◓	◒	⊙	⊙	⊙	⊙
◒	◒	◓	●	⊙	◓	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
○	◓	⊙	⊙	⊙	⊙	⊙	⊙
○	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◒	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◒	○	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◒	◓	◓	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
Better than average ◓							

Subaru Impreza								
'08	'09	'10	'11	'12	'13	'14	'15
●	●	○	◓	◓	⊙	⊙	⊙
◒	●	○	⊙	○	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
◒	◒	◓	⊙	⊙	⊙	⊙	⊙
○	◓	○	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
○	◓	○	⊙	⊙	⊙	⊙	⊙
○	◓	◓	⊙	⊙	⊙	⊙	⊙
○	●	◒	⊙	○	◓	◓	⊙
○	●	○	⊙	◒	○	◓	⊙
◓	◓	○	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	○	◓	⊙	◓
○	◓	⊙	⊙	○	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
Much better than average ⊙							

Subaru Impreza WRX/STi								
'08	'09	'10	'11	'12	'13	'14	'15
✶	✶	✶	✶	✶	◓	✶	⊙
✶	✶	✶	✶	✶	○	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	●	✶	◒
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
✶	✶	✶	✶	✶	⊙	✶	⊙
Average ○							

Subaru Legacy								
'08	'09	'10	'11	'12	'13	'14	'15
●	◒	⊙	⊙	⊙	◓	⊙	⊙
○	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	◓	⊙	⊙	⊙
⊙	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◒	⊙	⊙	⊙	⊙	⊙	⊙
◒	⊙	◓	⊙	⊙	⊙	⊙	⊙
⊙	○	◓	⊙	⊙	⊙	⊙	⊙
○	◓	◓	⊙	⊙	⊙	◓	⊙
◓	◒	◓	◓	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◒	○	◓	◓	◓	⊙	⊙	⊙
●	◓	◓	◓	⊙	◓	⊙	⊙
●	◓	◒	◓	○	◓	⊙	⊙
◒	○	⊙	⊙	◓	⊙	⊙	⊙
Better than average ◓							

Subaru Outback								
'08	'09	'10	'11	'12	'13	'14	'15
●	○	⊙	⊙	⊙	⊙	⊙	⊙
●	○	⊙	⊙	⊙	⊙	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
○	⊙	⊙	⊙	⊙	⊙	⊙	⊙
●	○	⊙	⊙	⊙	⊙	⊙	⊙
○	◓	⊙	⊙	◓	⊙	⊙	⊙
○	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◒	●	◓	⊙	⊙	⊙	⊙	⊙
◒	◓	○	◓	◓	⊙	⊙	⊙
◒	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◒	◓	⊙	⊙	⊙	⊙	⊙	⊙
◒	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◒	◓	⊙	⊙	⊙	⊙	⊙	⊙
◒	◓	⊙	⊙	○	⊙	⊙	⊙
◒	◓	⊙	⊙	⊙	⊙	⊙	⊙
◒	◓	⊙	⊙	⊙	⊙	⊙	⊙
Better than average ◓							

Subaru XV Crosstrek								
'08	'09	'10	'11	'12	'13	'14	'15
					⊙	⊙	⊙
					⊙	⊙	⊙
					⊙	⊙	⊙
					⊙	⊙	⊙
					⊙	⊙	⊙
					⊙	⊙	⊙
					⊙	⊙	⊙
					⊙	⊙	⊙
					⊙	⊙	⊙
					⊙	⊙	⊙
					◓	⊙	⊙
					◓	⊙	⊙
					◓	⊙	⊙
					◓	⊙	⊙
					◓	⊙	⊙
					◓	⊙	⊙
					◓	⊙	⊙
Much better than average ⊙							

TROUBLE SPOTS
Engine, Major
Engine, Minor
Engine Cooling
Trans., Major
Trans., Minor
Drive System
Fuel System
Electrical
Climate System
Suspension
Brakes
Paint/Trim
Noises/Leaks
Body Hardware
Power Equipment
In-Car Electronics
USED-CAR VERDICTS
New-Car Prediction

Tesla Model S								
'08	'09	'10	'11	'12	'13	'14	'15
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				●	◒	◓	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	○
				◒	◒	⊙	○
				⊙	⊙	◓	○
				◓	◓	⊙	⊙
				⊙	⊙	○	○
				●	○	◓	○
				◒	◒	◒	◒
				●	◒	○	●
Worse than average ◒							

Toyota 4Runner								
'08	'09	'10	'11	'12	'13	'14	'15
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
◓	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	◓	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	◓	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
⊙	✶	⊙	⊙	⊙	⊙	⊙	⊙
Much better than average ⊙							

Toyota Avalon								
'08	'09	'10	'11	'12	'13	'14	'15
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	◓	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	◓	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Better than average ◓							

Toyota Camry								
'08	'09	'10	'11	'12	'13	'14	'15
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	○	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
◓	◓	◓	⊙	⊙	⊙	⊙	⊙
○	◓	○	◓	◓	⊙	⊙	⊙
◓	◓	◓	◓	⊙	⊙	⊙	⊙
◓	◓	◓	○	○	◓	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
○	◓	⊙	◓	◓	⊙	⊙	⊙
⊙	⊙	⊙	⊙	◓	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Much better than average ⊙							

Toyota Corolla								
'08	'09	'10	'11	'12	'13	'14	'15
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	◓	⊙	⊙	⊙	⊙	⊙	⊙
⊙	◒	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	◓	⊙	⊙	⊙	⊙	⊙	⊙
⊙	◓	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	◓	⊙	⊙	⊙	⊙	⊙	⊙
⊙	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
Much better than average ⊙							

Toyota Highlander								
'08	'09	'10	'11	'12	'13	'14	'15
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Much better than average ⊙							

Toyota Prius								
'08	'09	'10	'11	'12	'13	'14	'15
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	◓	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	◓	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	◓	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
◓	⊙	⊙	⊙	⊙	⊙	⊙	⊙
⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Much better than average ⊙							

Toyota Prius C								
'08	'09	'10	'11	'12	'13	'14	'15
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				◓	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				⊙	⊙	⊙	✶
				○	⊙	⊙	✶
				◓	◓	⊙	✶
				⊙	⊙	⊙	✶
Better than average ◓							

Toyota Prius V								
'08	'09	'10	'11	'12	'13	'14	'15
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				○	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				◓	⊙	⊙	⊙
				⊙	⊙	⊙	⊙
				○	⊙	⊙	⊙
				⊙	⊙	⊙	●
				⊙	⊙	⊙	○
Much better than average ⊙							

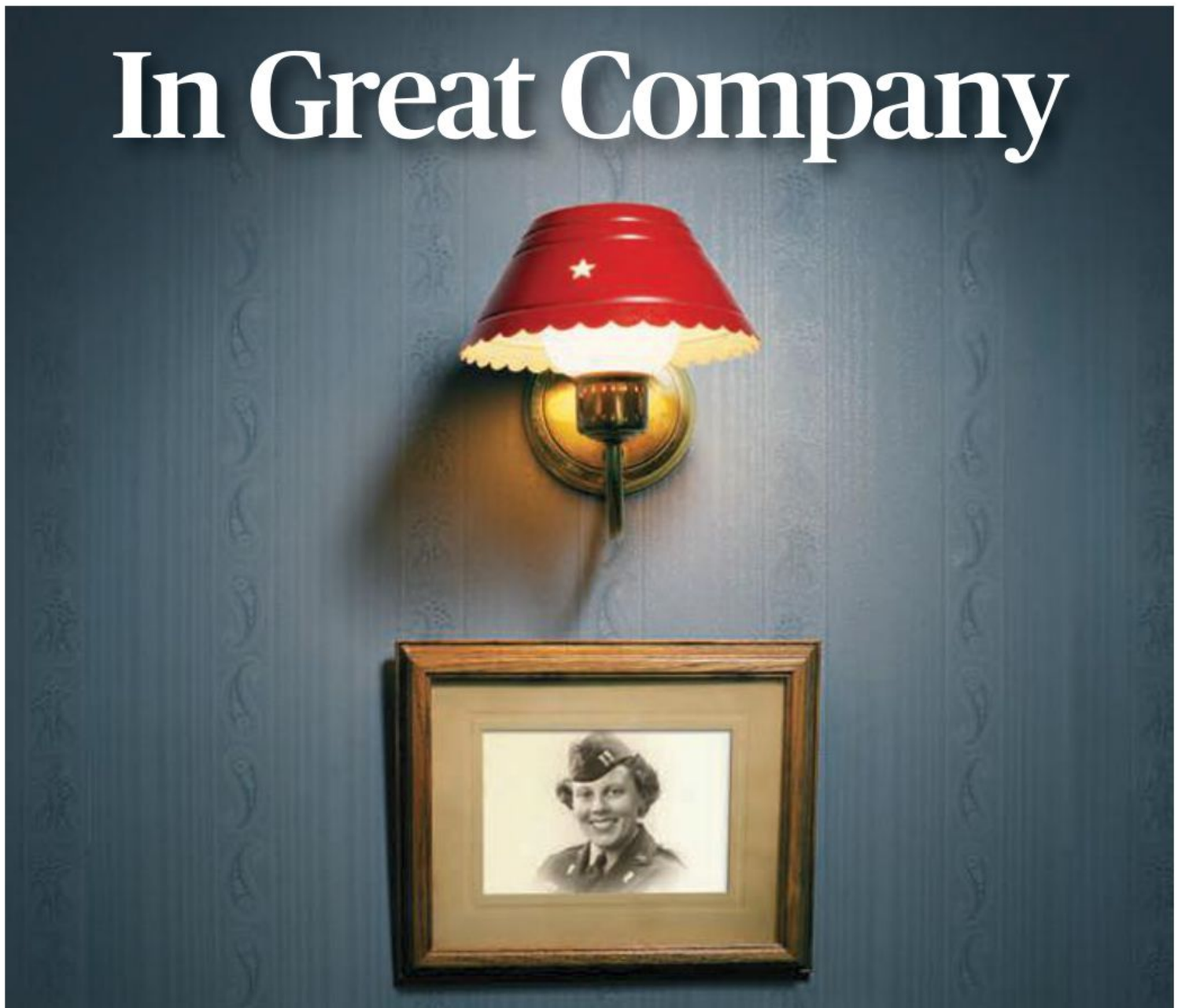
Better ◀ — Avg. — ▶ Worse

Toyota RAV4								Toyota Sequoia								Toyota Sienna								TROUBLE SPOTS	Toyota Tacoma								Toyota Tundra								Toyota Venza							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
◓	●	●	●	●	●	●	●	●		●	✶	●	●	●	✶	●	●	●	●	●	●	●	●	Engine, Major	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●
○	●	●	●	●	●	●	●	●		●	✶	●	●	◓	✶	○	◓	●	●	●	●	●	●	Engine, Minor	●	●	●	●	●	●	●	●	●	◓	●	●	◓	●	●	●		●	●	●	●	●	●	●
◒	◓	●	●	●	●	●	●	◓		●	✶	●	●	●	✶	●	●	●	●	●	●	●	●	Engine Cooling	●	●	●	●	●	●	●	●	◓	◓	●	●	●	●	●	●		◓	●	●	●	●	●	●
●	●	●	●	●	●	●	●	●		●	✶	●	●	●	✶	●	●	◓	●	●	●	●	●	Trans., Major	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●
●	●	●	●	●	●	●	●	●		●	✶	●	●	●	✶	◓	●	●	●	●	●	●	●	Trans., Minor	●	◓	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●
○	○	●	●	●	●	●	●	●		●	✶	●	●	●	✶	◓	◓	●	●	●	●	●	●	Drive System	○	◓	◒	●	●	●	●	●	○	◓	◓	●	●	●	●	●		○	◓	●	●	●	●	●
●	◓	◓	●	●	●	●	●	●		●	✶	●	●	●	✶	◓	◓	●	●	●	●	●	●	Fuel System	●	●	●	●	●	●	●	●	●	◒	◓	●	◓	◓	●	●		●	●	●	●	●	●	●
◓	●	●	●	●	●	●	●	●		●	✶	●	●	●	✶	●	●	●	●	●	●	●	●	Electrical	●	●	●	●	●	●	●	●	●	○	●	●	●	●	●	●		●	●	●	●	●	●	●
●	●	●	●	●	●	●	●	●		●	✶	●	●	●	✶	○	◒	◓	◓	●	●	●	●	Climate System	◓	◓	○	◓	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	◓
○	○	◒	◓	●	●	●	●	●		○	✶	●	●	●	✶	◒	◒	○	◓	●	◓	●	●	Suspension	○	◒	○	●	●	●	●	●	●	◓	◓	○	◓	◓	●	●		○	◓	●	◓	●	●	●
○	○	○	◓	○	●	●	●	◓		○	✶	◒	◓	●	✶	○	◓	●	◓	●	●	●	●	Brakes	◓	◓	●	◓	●	○	●	●	◓	●	◓	◓	◓	◓	●	●		◒	○	◓	◓	●	●	●
◓	◓	◓	●	●	●	●	●	●		●	✶	●	◓	●	✶	◒	◓	◓	◓	◓	◓	●	●	Paint/Trim	◓	◓	●	●	◓	●	●	●	○	◓	◓	●	●	●	◓	●		○	◓	○	●	●	●	●
○	○	◓	◓	◓	◓	◓	●	●		○	✶	◒	◓	○	✶	◓	○	◒	○	○	◒	○	●	Noises/Leaks	◓	◓	○	◓	◓	○	◓	◓	●	●	●	●	◓	●	◓	◓		○	◓	○	○	◓	○	●
●	●	●	●	●	●	●	●	◓		●	✶	●	◓	●	✶	◒	◓	○	○	○	●	●	●	Body Hardware	◓	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●
●	◓	◓	●	◓	◓	◓	●	◓		●	✶	●	◓	◓	✶	◓	○	◓	○	○	●	●	●	Power Equipment	◓	○	○	◓	●	●	●	●	◓	◓	●	◓	●	◓	●	●		●	●	●	●	◓	●	●
●	◓	◓	○	◓	◓	◓	●	◒		●	✶	●	◓	◒	✶	●	○	○	○	◓	◓	◓	●	In-Car Electronics	●	◒	○	●	●	●	◓	●	◓	●	◓	◓	◓	◓	◓	○		◓	◓	◓	◓	◓	◓	○
○	◓	●	●	●	◓	●	●	●		●	✶	●	●	●	✶	○	◓	○	◓	●	◓	●	◓	USED-CAR VERDICTS	◓	◓	◓	●	●	◓	●	○	◓	○	●	●	●	◓	●	●		◓	●	●	●	●	●	○
Much better than average ●								Much better than average ●								Better than average ◓								New-Car Prediction	Better than average ◓								Much better than average ●								Discontinued							

Volkswagen Beetle								Volkswagen CC								Volkswagen GTI								TROUBLE SPOTS	Volkswagen Golf, Rabbit								Volkswagen Jetta								Volkswagen Jetta SportWagen							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
✶	✶	✶		●	●	●	✶		✶	●	✶	●	●	✶	✶	✶	✶	◒	○	◓	●	✶	●	Engine, Major	●	✶	◓	●	●	●	●	●	◓	◓	●	●	●	●	●	●				●	●	●	●
✶	✶	✶		●	●	●	✶		✶	●	✶	◓	●	✶	✶	✶	✶	○	●	●	◓	✶	●	Engine, Minor	◓	✶	●	◓	●	●	●	●	○	○	◓	●	●	●	●	●				◓	●	◓	●
✶	✶	✶		●	●	●	✶		✶	○	✶	●	●	✶	✶	✶	✶	◓	●	●	●	✶	●	Engine Cooling	●	✶	◓	◓	●	●	●	●	●	◓	●	●	●	●	●	●				●	●	●	●
✶	✶	✶		●	●	●	✶		✶	◒	✶	●	●	✶	✶	✶	✶	◒	●	●	●	✶	●	Trans., Major	●	✶	●	●	●	●	●	●	●	●	●	●	●	●	●	●				●	●	●	●
✶	✶	✶		●	●	●	✶		✶	●	✶	●	●	✶	✶	✶	✶	●	◓	●	●	✶	●	Trans., Minor	●	✶	●	●	●	●	●	●	◓	●	●	●	●	●	●	●				◓	●	●	●
✶	✶	✶		●	●	◓	✶		✶	◓	✶	●	●	✶	✶	✶	✶	○	●	◓	●	✶	●	Drive System	●	✶	●	●	●	●	◓	●	○	◓	●	◓	●	●	●	●				●	●	●	●
✶	✶	✶		◓	●	●	✶		✶	●	✶	○	●	✶	✶	✶	✶	◒	●	○	◓	✶	●	Fuel System	●	✶	●	●	○	◓	●	◓	◒	●	●	●	◒	◒	◒	◓				◒	◒	◒	◓
✶	✶	✶		●	●	●	✶		✶	◒	✶	●	●	✶	✶	✶	✶	●	●	◓	●	✶	●	Electrical	●	✶	●	◓	●	◓	●	●	◓	○	◓	●	●	●	●	●				◓	●	●	●
✶	✶	✶		●	●	●	✶		✶	●	✶	●	◓	✶	✶	✶	✶	●	●	◓	●	✶	●	Climate System	●	✶	◒	○	◓	◓	●	●	○	◒	●	○	◓	◓	◓	●				◒	○	●	◓
✶	✶	✶		◓	●	●	✶		✶	○	✶	◓	◓	✶	✶	✶	✶	◓	●	◓	●	✶	●	Suspension	◓	✶	◓	○	◓	◓	●	●	◓	◓	◓	●	●	●	●	●				◓	●	●	●
✶	✶	✶		◓	◓	◓	✶		✶	●	✶	◓	◓	✶	✶	✶	✶	○	●	◓	●	✶	●	Brakes	◓	✶	◒	◓	●	●	◓	●	○	○	◓	◓	◓	●	●	●				○	○	●	●
✶	✶	✶		◓	◓	◓	✶		✶	●	✶	◓	●	✶	✶	✶	✶	●	○	◓	●	✶	●	Paint/Trim	○	✶	○	◓	◓	◓	●	●	◒	○	◓	●	●	●	●	●				◓	◓	◓	●
✶	✶	✶		●	○	○	✶		✶	○	✶	●	◓	✶	✶	✶	✶	○	●	●	●	✶	○	Noises/Leaks	◓	✶	◓	○	◓	◓	○	◓	○	○	◓	◒	●	◓	○	◓				○	○	●	●
✶	✶	✶		◓	○	○	✶		✶	●	✶	◓	◓	✶	✶	✶	✶	●	○	◓	●	✶	○	Body Hardware	◒	✶	◓	○	●	●	○	●	◒	◓	●	●	●	●	●	●				○	◓	◓	●
✶	✶	✶		●	◒	◓	✶		✶	●	✶	◒	◓	✶	✶	✶	✶	○	●	◓	●	✶	○	Power Equipment	◓	✶	●	○	○	○	◓	◓	◒	◒	◒	○	○	◒	◓	◓				◒	○	◓	◓
✶	✶	✶		●	○	◓	✶		✶	●	✶	○	◓	✶	✶	✶	✶	○	●	◓	○	✶	○	In-Car Electronics	◒	✶	●	◓	◓	◓	○	◓	◓	◒	●	◒	◓	○	◓	○				●	◓	○	◓
✶	✶	✶		◓	○	●	✶		✶	●	✶	◓	●	✶	✶	✶	✶	●	●	●	○	✶	○	USED-CAR VERDICTS	◓	✶	○	○	○	○	○	●	○	○	○	○	○	○	○	●				○	○	○	○
Much worse than average ●								Better than average ◓								Average ○								New-Car Prediction	Much worse than average ●								Average ○								Discontinued							

Volkswagen Passat								Volkswagen Tiguan								Volkswagen Touareg								TROUBLE SPOTS	Volvo S60								Volvo V70, XC70								Volvo XC60							
'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15		'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15	'08	'09	'10	'11	'12	'13	'14	'15
◒	✶	◒		◓	●	●	●		●	●	◓	◓	●	●	✶	✶	✶	✶	✶	●	●	●	✶	Engine, Major	✶	✶		✶	●	●	●	●	◓	●	●	✶	●	●	✶	●			◓	○	●	●	●	●
○	✶	◒		●	●	●	●		●	●	◓	◓	◓	●	✶	✶	✶	✶	✶	●	●	●	✶	Engine, Minor	✶	✶		✶	●	●	●	●	○	◒	◓	✶	●	●	◓	●			○	◒	●	●	◓	●
◓	✶	●		●	●	●	●		●	◒	●	●	●	●	✶	✶	✶	✶	✶	●	●	●	✶	Engine Cooling	✶	✶		✶	●	●	●	●	●	●	●	✶	●	●	●	●			●	●	●	●	●	●
●	✶	●		●	●	●	●		●	◓	●	●	●	●	✶	✶	✶	✶	✶	●	●	●	✶	Trans., Major	✶	✶		✶	●	●	●	●	●	●	●	✶	●	◓	●	●			●	●	●	●	●	●
○	✶	●		●	●	●	●		●	●	●	●	●	●	✶	✶	✶	✶	✶	●	◓	●	✶	Trans., Minor	✶	✶		✶	●	○	●	●	●	●	●	✶	●	●	◓	●			●	●	◓	●	●	●
◓	✶	◒		●	●	●	●		◒	●	◓	●	●	●	✶	✶	✶	✶	✶	●	●	●	✶	Drive System	✶	✶		✶	●	●	●	●	○	◓	◓	✶	●	●	◓	●			◓	●	●	◓	●	●
◓	✶	●		●	●	●	●		◓	◒	●	●	●	●	✶	✶	✶	✶	✶	●	●	●	✶	Fuel System	✶	✶		✶	○	●	●	●	○	◓	◓	✶	●	●	◓	●			◓	●	●	●	◓	●
●	✶	◒		●	●	●	●		●	●	◓	●	●	●	✶	✶	✶	✶	✶	●	●	●	✶	Electrical	✶	✶		✶	●	●	●	●	○	◓	◓	✶	●	●	◓	●			○	●	●	●	●	●
◓	✶	◓		◓	◓	●	●		●	◓	◓	◓	●	●	✶	✶	✶	✶	✶	●	●	●	✶	Climate System	✶	✶		✶	●	●	◓	●	○	◓	●	✶	●	◓	◓	●			◓	●	●	●	●	●
◓	✶	◓		●	●	●	●		◓	○	●	◓	●	●	✶	✶	✶	✶	✶	●	●	●	✶	Suspension	✶	✶		✶	◓	●	●	●	◓	◓	●	✶	●	●	◓	●			◓	●	◓	◓	●	●
◓	✶	◓		◓	●	●	●		◒	◓	○	○	●	○	✶	✶	✶	✶	✶	●	◓	●	✶	Brakes	✶	✶		✶	◓	●	●	●	◓	●	●	✶	●	◓	●	●			○	●	●	●	●	●
○	✶	◓		◓	●	●	●		◓	◓	●	●	●	●	✶	✶	✶	✶	✶	●	●	●	✶	Paint/Trim	○	✶	○	◓	◓	◓	●	●	◒	○	◓	●	●	●	●	●			◓	◓	◓	●	●	●
◓	✶	◓		○	◓	◓	◓		●	◒	○	◓	●	○	✶	✶	✶	✶	✶	◓	●	●	✶	Noises/Leaks	◓	✶	◓	○	◓	◓	○	◓	○	○	◓	◓	◓	●	○	●			○	●	◓	◓	◓	●
●	✶	●		●	●	●	●		◒	◓	◓	●	●	◓	✶	✶	✶	✶	✶	●	●	●	✶	Body Hardware	◓	✶	◓	○	◓	◓	●	◓	◒	○	◓	●	●	●	✶	◓			◒	●	○	●	○	●
○	✶	◒		◒	○	◓	●		●	◒	◓	●	○	◓	✶	✶	✶	✶	✶	○	◒	●	✶	Power Equipment	○	✶	○	◓	◓	◓	●	●	◒	◒	◒	✶	○	◓	◓	●			◒	○	◒	◒	◒	◓
●	✶	●		◒	◒	◒	◒		●	●	○	◒	○	◓	✶	✶	✶	✶	✶	●	◒	●	✶	In-Car Electronics	○	✶	○	○	◓	◓	◓	◓	●	○	◓	✶	◓	○	◓	◓			●	●	●	●	◓	◓
○	✶	●		◒	○	○	○		●	●	◒	●	○	◓	✶	✶	✶	✶	✶	○	◓	●	✶	USED-CAR VERDICTS	✶	✶		✶	◓	○	○	◓	○	●	●	✶	○	○	✶	○			○	○	○	○	●	○
Average ○								Average ○								Average ○								New-Car Prediction	Better than average ◓								Average ○								Average ○							

In Great Company



COL. LANE CARLSON was one of the first decorated women in the U.S. Army. Originally from Nebraska, Lane soared to high ranks of military service. She served as an aide to Gen. Douglas MacArthur, a guide for Helen Keller, and a military technical adviser to Hollywood.

Lane also cared deeply about the work of Consumer Reports. She included a generous bequest to Consumer Reports in her estate.

Her accomplishments and legacy are admirable, and Consumer Reports is proud, in turn, to have earned her appreciation and support.

Please join the ranks of our Legacy Society.

☐ **Yes,** I have already included Consumer Reports in my will or other estate plans.

☐ **Yes,** I want to leave a legacy by including Consumer Reports in my will or other estate plans. Please send me more information about the Legacy Society.

Name(s) _____

Address _____

_____

Email _____

Telephone _____

0416AFR

Return to: Planned Giving, 101 Truman Ave., Yonkers, NY 10703
bequests@cr.consumer.org | 877-275-3425

ConsumerReports

Customer Care

You can call us about your subscription at 800-666-5261.

Or write to us:
Consumer Reports Customer Care
P.O. Box 2109, Harlan, IA 51593-0298
Please include or copy address label from issue.
(Allow four to six weeks for processing.)

Visit us online: ConsumerReports.org/magazine

Use our website to:
Renew or pay for your current subscription
Give a gift subscription • Change your address
Report a delivery problem • Cancel your subscription

Save Time, Paper, and Postage Provide us your email address at ConsumerReports.org/magazine2. We'll update you about Consumer Reports products and services.

Price In U.S., $5.99 per issue, special issues $6.99. In Canada, $6.99 CAN per issue, special issues $7.99 CAN (Goods and Services Tax included, GST #127047702). All other countries add $10 per year to the U.S. price for shipping and handling.

Back Issues Single copies of previous 24 issues, $7.95 each; previous two Buying Guides, $14.49 each (includes shipping and handling). Please send payment to Consumer Reports, Attn.: Customer Care, 101 Truman Ave., Yonkers, NY 10703-1057. Other ways to get Consumer Reports on the go: Google Play, iPad, Kindle, Next Issue, Nook, and Zinio.

Permissions Reproduction of Consumer Reports in whole or in part is forbidden without prior written permission (and is never permitted for advertising purposes). Address requests to CR Permissions Dept., 101 Truman Ave., Yonkers, NY 10703-1057.

Mailing Lists We exchange or rent our print customer postal mailing list so that it can be provided to other publications, companies, and nonprofit organizations that offer products or services through direct mail. If you wish to have your name deleted from our list, please send your address label with a request for deletion from outside use to Consumer Reports, P.O. Box 2109, Harlan, IA 51593-0298. We do not exchange or rent customers' email addresses. You can review our complete privacy policy regarding Consumer Reports information products, services, and programs at ConsumerReports.org/privacy. If you participate in our advocacy activities, please see our Consumers Union Advocacy Privacy Policy at ConsumersUnion.org/about/privacy.htm regarding how your information is used and shared with our affiliate, the Consumers Union Action Fund.

Consumer Reports (ISSN 0010-7174) is published monthly, except twice in December, by Consumers Union of U.S., Inc., 101 Truman Ave., Yonkers, NY 10703-1057. Periodicals postage paid at Yonkers, N.Y., and at other mailing offices; Canadian postage, at Mississauga, Ontario (Canadian publications registration number 2665247, agreement number 40015148). Title Consumer Reports is a federally registered trademark in the U.S. Patent Office.

Contents of this issue copyright © 2016 by Consumers Union of U.S., Inc. All rights reserved under international and Pan-American copyright conventions.

CR's No Commercial Use Policy To view the policy, go to ConsumerReports.org/nocommercialuse.

Voting Paid subscribers may become voting members of CR by providing written acceptance of membership, by sending in a nomination for the board of directors, or by returning a ballot for the annual election of CR's directors.

Contributions are tax-deductible in accordance with the law as Consumer Reports is a 501(c)(3) nonprofit organization. Persons who contribute $10 to $99 become Friends Circle Members. Contributors of $100 to $999 become Leadership Circle Members, and those who contribute $1,000 or more become President's Circle Members. Donations of commonly traded securities or real estate will be accepted and immediately converted to cash. For information or to make a donation, please write to CR Foundation, 101 Truman Ave., Yonkers, NY 10703-1057 or email donorservices@cu.consumer.org.

Planned Giving Bequests (please remember CR in your will) and Charitable Gift Annuities can help support CR's programs. For information, write to Planned Giving, 101 Truman Ave., Yonkers, NY 10703-1057.

Consumer Reports' Staff operates under contract between Consumer Reports and The NewsGuild of New York Local 31003, CWA.

POSTMASTER Send address changes to Consumer Reports, P.O. Box 2109, Harlan, IA 51593-0298. If the post office alerts us that your magazines are undeliverable, we have no further obligation to fulfill your magazines unless we have a corrected address within two years.

CANADA POST If copies are undeliverable, return to Consumer Reports, P.O. Box 1051, STN MAIN, Fort Erie ON L2A 6C7.

Consumer Reports is a member of Consumers International, a federation of more than 220 consumer organizations from more than 115 countries working to protect and empower consumers throughout the world. For information, go to consumersinternational.org.

Please Remember CR in Your Will
For information on how to leave a bequest and become a Legacy Leader, please contact us at 877-275-3425 or bequests@cr.consumer.org.

Call Roadside Assistance

These ads are in need of repairs

High Maintenance
By the time this reader gets home from his "closest Pep Boys," he'll need another oil change.
Submitted by Brian Fong of Sacramento, Calif.

Pep Boys
TRUST THE BOYS TO GET YOU THERE.
Save time. SCHEDULE ONLINE at PepBoys.com
Your closest Pep Boys
1903 Ave Jesus T Pinero
San Juan, PR 00920
Brian Fong
Sacramento, CA 95831-2461
Brian Fong
Sacramento, CA 95831
Your closest Pep Boys
1903 Ave Jesus T Pinero
San Juan, PR 00920
NEW 2015 500 POP
• AUTO • POWER WINDOWS
• LOCKS • KEYLESS ENTRY
• BLUE and ME HANDSFREE COMMUNICATION
• STEERING WHEEL
• MOUNTED AUDIO CONTROLS
• DRIVER SEAT MEMORY
• 7 AIR BAGS
$4,496 OFF
F02015
34 MPG HWY
MSRP $17,495
DISCOUNT -1,996
REBATE -2,000
BONUS CASH -500
$12,999
• STEERING WHEEL
$5,288
2007 Nissan Altima 2.5S
CarProof CLEAN!
Push to Start! 174,800 km
Heated Mirror! Curb Mirror!
AIR & CABIN FILTER SERVICE
$129.95
Only
Reg. $109
Cleans the air coming into the vehicle while filtering out pollen.
CANNOT BE COMBINED WITH ANY OTHER OFFERS. No cash value. Infiniti vehicles only. Mass. State tax additional. Valid only at Kelly Infiniti. Excludes prior purchases. Pricing may vary on some models.
Reg. $109

Fully Loaded
It's reassuring to know that the Fiat featured in this ad comes with a steering wheel. Let's hope they throw in four tires, too.
Submitted by Joseph Bertrand of Springfield, Ill.

Two Strong Helpers Included?
We certainly hope they mean a keyless ignition.
Submitted by Terry Evans of Kitchener, Ontario.

Wheeling and Dealing
Looks like this "sale" filtered out any savings.
Submitted by Peter Drivas of Bedford, Mass.

SHARE Be on the lookout for goofs and glitches like these. Share them with us—via email at SellingIt@cro.consumer.org; mail to Selling It, Consumer Reports, 101 Truman Ave., Yonkers, NY 10703; or social media using the hashtag #CRSellingIt—and we might publish yours. Please include key information, such as the publication's name and date.

ConsumerReports®

Build & Buy
Car Buying Service

In the Market for a New or Used Car?

Don't overpay!

- Consumer Reports Ratings
- Negotiation-free savings
- Nationwide dealer network
- Incentives included

See your savings at ConsumerReports.org/carsavings

*Between 7/1/15 and 9/30/15, the average estimated savings off MSRP presented by TrueCar Certified Dealers to users of the Build & Buy Car Buying Service, based on users who configured virtual vehicles and who TrueCar identified as purchasing a new vehicle of the same make and model listed on the certificate from Certified Dealers as of 10/31/2015, was $2,954, including applicable vehicle specific manufacturer incentives. Your actual savings may vary based on multiple factors including the vehicle you select, region, dealer, and applicable vehicle specific manufacturer incentives which are subject to change. The Manufacturer's Suggested Retail Price ("MSRP") is determined by the manufacturer, and may not reflect the price at which vehicles are generally sold in the dealer's trade area as not all vehicles are sold at MSRP. Each dealer sets its own pricing. Your actual purchase price is negotiated between you and the dealer. Neither TrueCar nor Consumer Reports brokers, sells or leases motor vehicles. Service not available in Canada.